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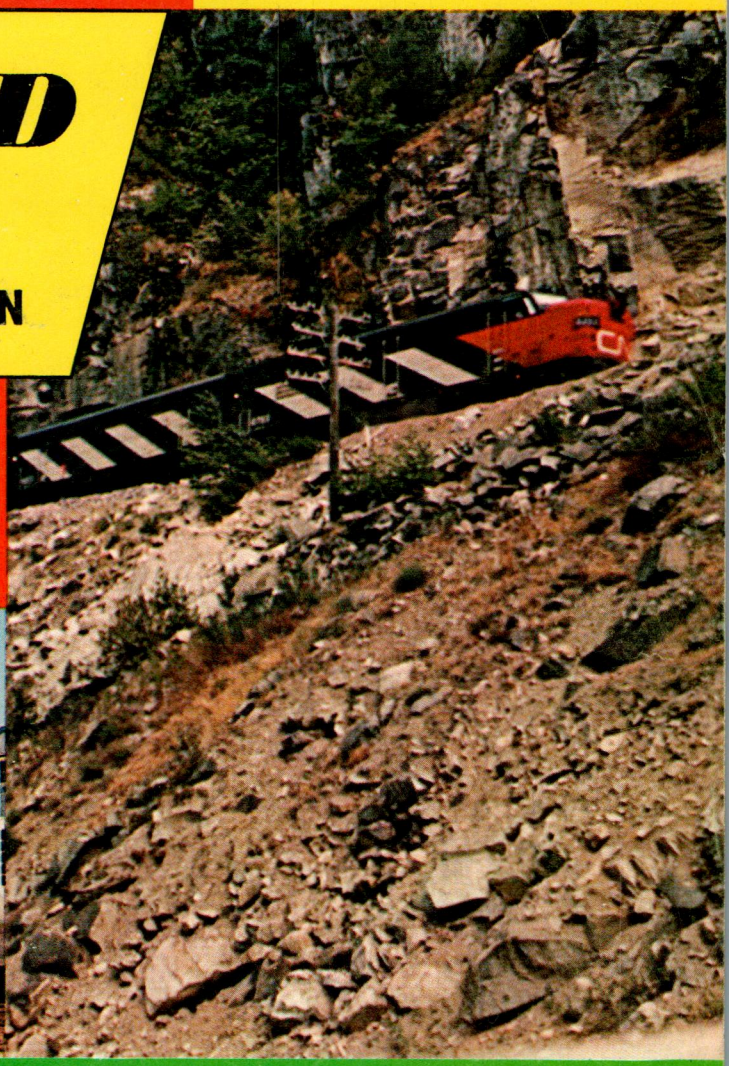

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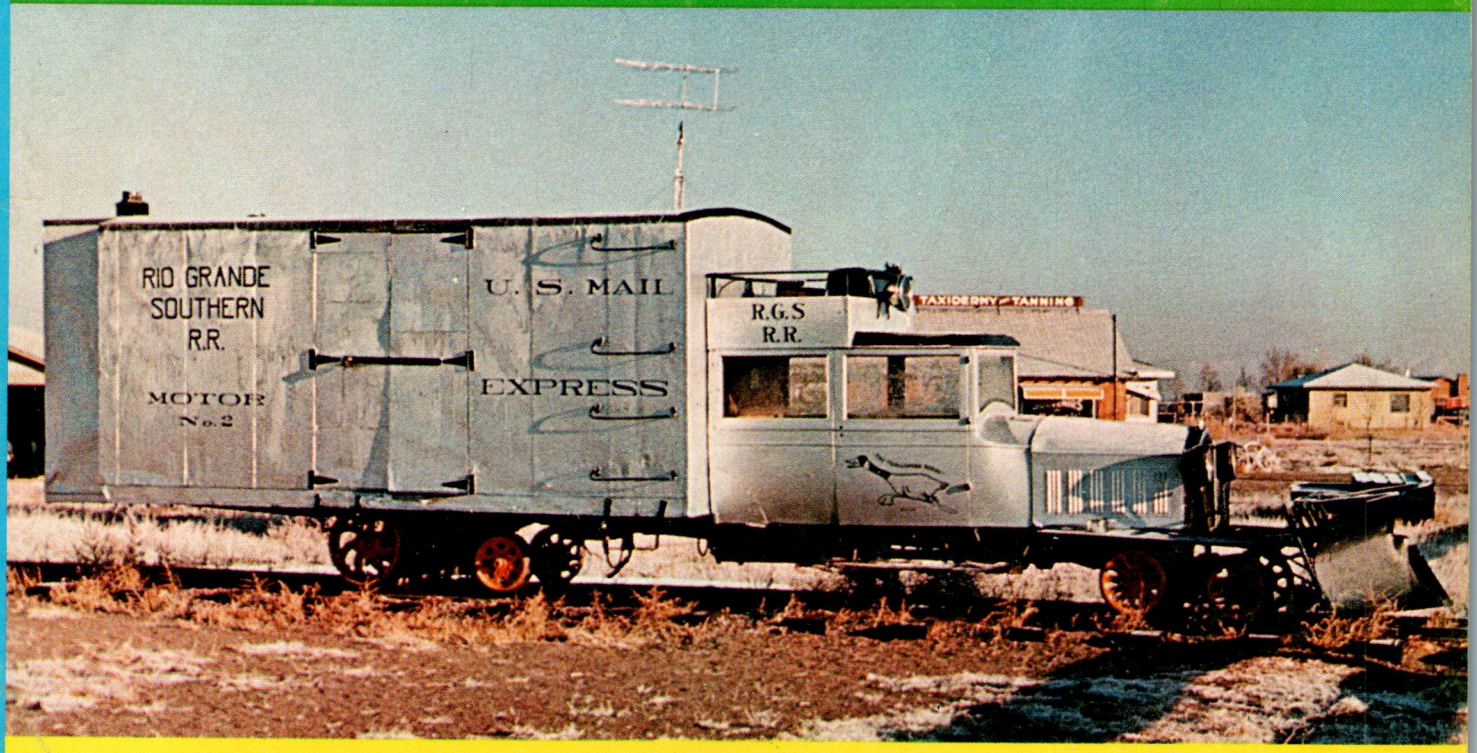

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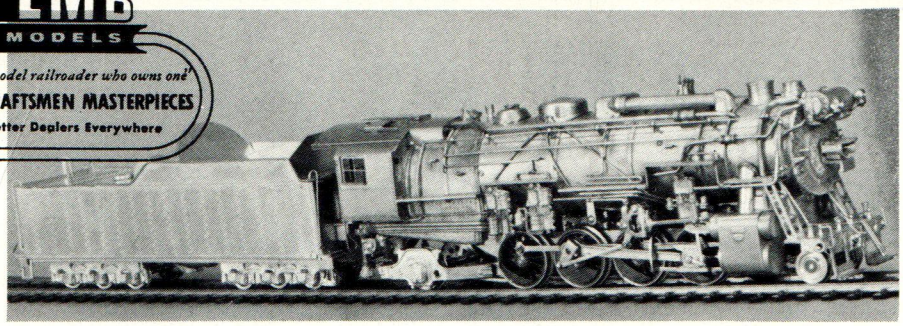

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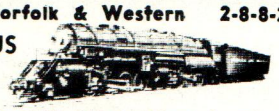

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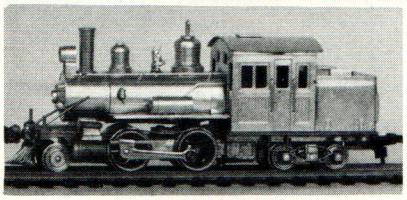

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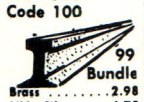

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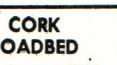

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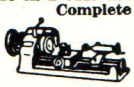

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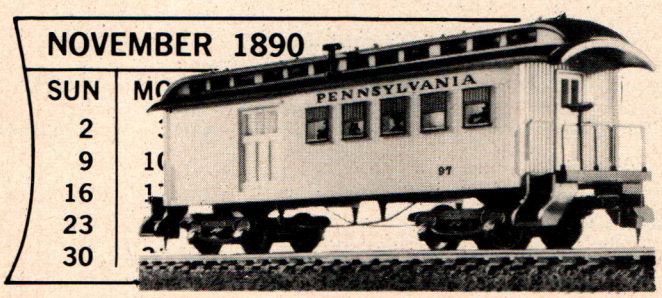

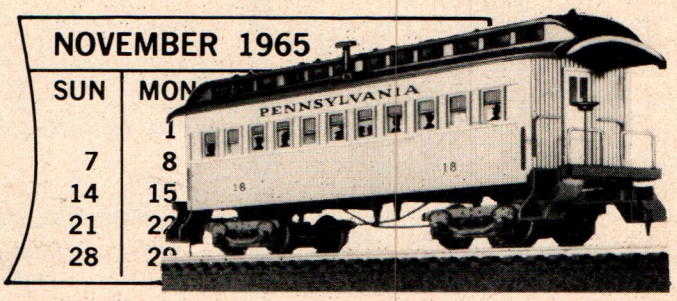

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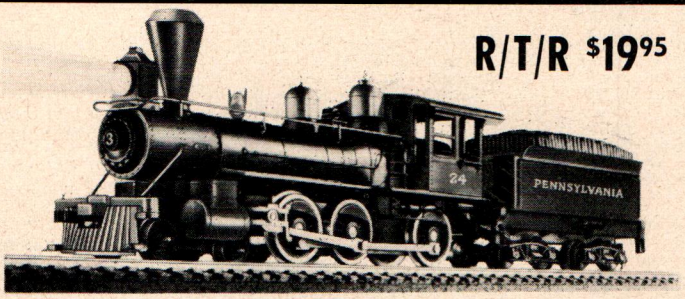

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NOTES ON AN OLD TIMETABLE

OK, you cellar dwellers. The next time you crawl down those dark dreary steps into the basement to the light of one bare 40-watt bulb as you push away the cobwebs, just remember that this writer feels no pity for you. He has just about completed the job of refurbishing the old dungeon into a snug, clean, airy and well illuminated train room. Floors and ceiling are tiled, walls studded and covered with sheetrock and painted skyblue, and fluorescent fixtures and ample outlets installed wherever needed. We had a good bit of the work done by professionals but could have done it ourselves at a savings if we'd had the time. It makes a tremendous difference and in our book, makes the layout look like John Allen's, almost. Nuff said.

There have been many great NMRA conventions during the past 30 years but the Vancouver shindig this year surely must rank with the best. Photo highlights are found on page 26 . . . After the convention Phyllis and I Hertzed our way to Vancouver Island, getting some rail tips from HOer Joe Thwaites of Victoria whom we met on the ferry. So for three days we chased down logging roads with Climax locos, forest museums with a narrow gauge Shay, some of those Canadian built diesels that Larry Jackman is always drawing up, and a most delightful 300 ft. long wooden trestle which serves one train a week.

The December issue will be packed full of special features including our annual Train Set Directory which this year has a fantastic number of changes. We note slightly higher prices and a bigger emphasis on quality. Hobby shops are also putting in more new items than they have in some years and shelves are bulging with those new long freight cars in craftsman type kits, loads of new cars and locos by our bigger manufacturers, and a host of other terrific new items.

Hal

NOVEMBER, 1965 Vol. 34, No. 6

RAILROAD MODEL CRAFTSMAN

Including TOY TRAINS combined with ELECTRIC TRAINS and HOBBY RAILROADING, MINIATURE RAILROADING, MODEL & RAILWAY NEWS, THE O GAGER, and THE MODEL MAKER (Est. 1924) Magazines.

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THE COVER

Rio Grande Southern's Galloping Goose No. 2 was glistening in the November sunlight back in 1957 when snapped by Hal Carstens at South Alamosa, Colorado. Plans on page 38 . . . Chicago & Illinois Midland owns two of these rare green 1960-vintage EMD RS-1325 road switchers. Kodachrome by Jim Boyd who also took the other C&IM pix on page 18. . . . And Phyllis Carstens shot the Canadian National NMRA fan special in spectacular Fraser River Canyon, British Columbia, getting a better shot than Hal Carstens up near the tracks. Clever gal and can cook, too! More NMRA convention doings on page 26. Jim and Phyllis used Kodachrome II for their transparencies.

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SAFETY VALVE

French Loco Fancier

A word of appreciation for the series of pictures on New York Central steam locos. The picture of No. 3020 with two SNCF Mikados in tow was most interesting to me. Although 3020 is long since gone from the NYC, SNCF is still using American built 1-4-1 R types in both freight and passenger service.

I spent many pleasant hours in France the past few years watching, photographing, and riding behind these engines at Nantes and St. Nazaire. At present they have a rounded oil tank set into the tender and many have had one or more sets of drivers replaced with the more light appearing spoked wheels typical of other French locomotives. In spite of lacking headlights and pilots, these locos have always kept their American appearance.

John La Cato
USNS Comet, TLCV-7
MSTS, Atlantic Area
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A Gal Who Likes Diesels

Steam is grand but diesels are here. Some have already gone the way of steam. Let's not gather in the dark ages while part of the diesels are fading into the grey ages. Each has its place in the whole picture but so much emphasis on steam leaves the picture out of focus.

Steam lovers take notice. You've had years of exposure via magazine, book, picture, and recording. You don't fly bi-planes any more and you don't drive model T Fords, yet you enjoy the old with the new in these fields. Enjoy it also in railroading. This "new" will also be replaced and a whole page in history will be lost to those who come later.

What child or young adult do you know now who has experiences around trains or can tell you anything about trains of this era? Very few. Those who have an interest in trains are all too often exposed to the "I remember when" group. These steam fans often advertise steam's virtues to

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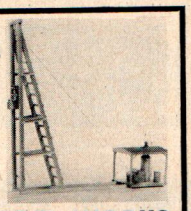

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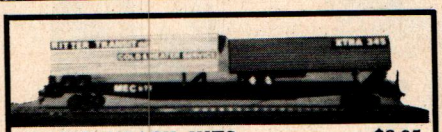

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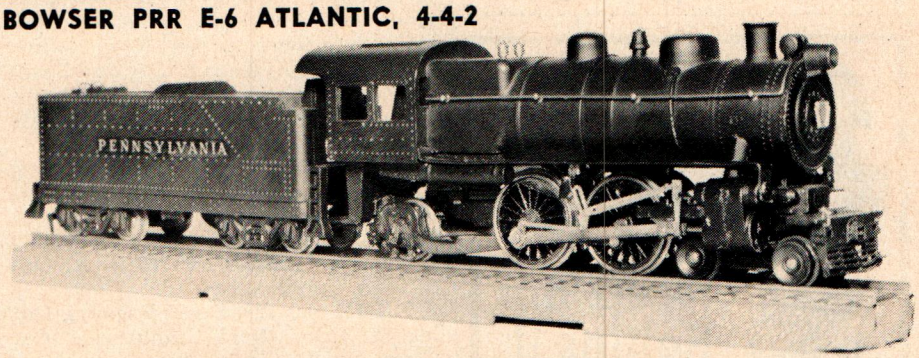

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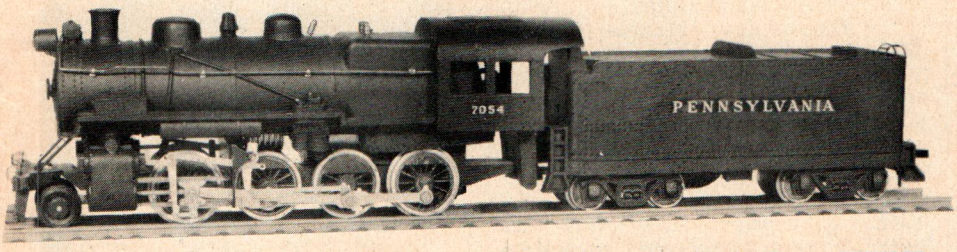
Kit includes side rods, main rods, crossheads, valve gear, frame, cylinders, drivers, motor with worm, lead and trailing trucks. No boiler details or pilot are included.

BOWSER PRR H-9 CONSOLIDATION 2-8-0



Kit complete with Low Side Tender	32.50
Loco Kit Only	27.95
Tender Kit Only	6.95

The Pennsy H-9 was used for heavy switching and branch line freight service until almost the end of the steam era. This model includes a heavy diecast lead boiler, turned brass pop valves, whistle and handrail stanchions; lost wax brass round number plate; diecast walks with air compressor, air tanks, power reverse and tool box cast in place; embossed side rods and main rods with alligator crossheads and full working valve gear. The mechanism has a diecast underframe with 62" drivers — two middle drivers are blind the same as the prototype. Sprung tender trucks are equipped with RP25 wheels and an X2f coupler is supplied with the tender.

Mechanism for scratch builders 20.50

This kit includes side rods, main rods, crossheads, valve gear, frame, drivers, cylinders, motor with worm and lead truck. No detail castings are included, such as pilot, air tanks, power reverse, etc.

Other BOWSER Kits Available

UP Challenger, 4-6-6-4, less tender	49.50
NYC K-11 Pacific, 4-6-2, less tender	24.50
PRR K-4 Pacific, 4-6-2, with High Side Tender	34.50
PRR L-1 Mikado, 2-8-2, with High Side Tender with Dog House	34.50
PRR I-1, Decapod, 2-10-0, with Long Haul Tender	39.50
Semi-Vander Tender	8.50
High Side Tender	6.95
High Side Tender with Doghouse	7.50
Long Haul Tender	8.75
AND don't forget the Bowser Manual	1.00

Other Things Available From BOWSER

CERROSAFE—Weight your imported loco safely. This metal becomes molten at less than the temperature of boiling water and will not melt solder usually used in modeling and detailing.

¼ pound	$1.00
VALVE GEAR RIVETS, Dozen	.50
HANDRAIL STANCHIONS, Doz.	.55

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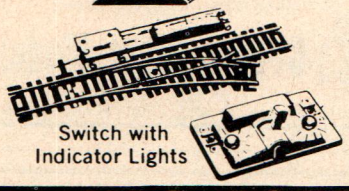

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Sales to the Trade Only

the point where the diesel doesn't exist and down grade those who might otherwise enjoy diesels.

Down on the rails today is a sleek panther. Beauty in motion and sound. True, it doesn't spit, smoke, or groan like a discontented bull, and you can't watch its gears gyrate. Yet you can watch it glide, even the lowly switcher, and listen to it purr. Listen to its sounds well, the power is there, a new smell, and a tale as impressive as any steam can tell.

Open your eyes and see and open your ears and hear. You are missing today and with so little exposure, there won't be any tomorrow.

I grew up with the sound and smell of steam. For years I averaged 800 miles a month riding in the southern states. I looked, I saw, and I listened. Freight yards, small and large stations. No female may ever find a great deal in anything except the unusual. But if this be so, what draws me to freight yards and train tracks day after day? Diesels! Diesels!

Virginia G. Evans
3586 N. W. 41st St. B225
Miami, Florida 33142

Beer Reefers

Miller's leases 400 cars from Union Refrigerator Transit Lines, series MHLX 80000-80399, all roller bearing equipped. I used to work for the Milwaukee Road out of Chicago and we moved these cars to Milwaukee free of charge when they were new, provided we were guaranteed a haul after they were loaded. Now I work for Santa Fe in Kansas City and I still see a lot of these cars.

Here are a few more "Beer" cars that I know of:

HAMX 31200-31299, Hamm Brewing Company, leased from North American Car Corporation.

PBGX 130-139, Pabst Brewing Company, leased from North American Car Corporation.

MKGX 100-129, Pearl Brewing Co., leased from North American Car Corp.

Marvin Evert Shiever
7412 Klamm Court
Kansas City (Muncie) Kansas

Two of the above cars are offered in HO. Model Die Casting has the Miller car, while Athearn has just released the Pearl Brewing car. Wonder who'll make the Hamm fans happy? Which also reminds us of the beer strike in Vancouver during the NMRA convention which didn't prevent a table-thumping ex-NMRA president and a certain renowned author-operator from having an ample supply on the main fan trip. Readers will be happy to know we abstained when offered a bottle. Ed.

Japanese Interference Eliminator

I have found something which I think will be of great interest to you and to modelers concerning the problem of interference to the neighbors' radio and TV caused by arcing commutator motors.

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$3.50 pair

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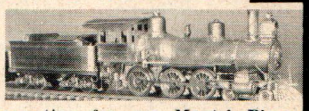

- A Locomotive for our **Mantel Piece Models** cars! You may have heard the rumor . . . (it's true). . . . We recently received 23 of these beautiful models from our Japanese maker . . .
- **They measure:** Length overall—26"; Height—7"; Width—4½". Motor: Heavy duty "O", D.C.
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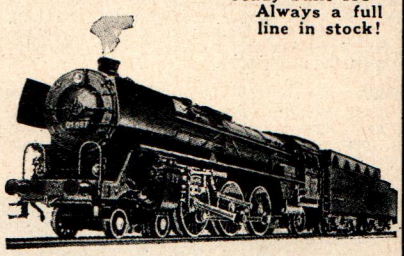

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NICHOLAS SMITH
60 N. 11th St. Philadelphia 7, Pa.

The new item, reported in a recent issue of Radio Japan News, is a condensor type device, only 8mm wide, 14mm long, and 2mm thick. The device works on a method whereby the condensor shuts out static by scattering static-wave into the body of the appliance or locomotive, thus eliminating static. The effectiveness of the device is dependent on whether the body is plastic or metal.

Possibly some importer can test these units out to determine their effectiveness, and if good, make them available or even equip their locos with them. They would fit HO locos easily.

Scott Hamilton
17326 Roscoe Blvd.
Northridge, Calif. 91324

The device was developed by the NHK Technical Research Laboratories. Locomotive static or interference is rather pretty on color TV, incidently. Ed.

Table Thumping Is Outmoded

Leighton Keeling and Don Graff have each offered well thought out and eminently practical solutions to the problem of getting trains in operation, but aimed primarily at those who are scale modelers.

My railroad is designed for operation first and foremost. Therefore when a loco stalls, the operator merely calls out the yard 0-8-0 and accelerates slowly and prototypically if schedules permit, figuring his acceleration to permit a terminal velocity of at least 100 mph. While the accompanying noise is out of scale, on straight track the offending loco is usually pushed past the dead spot.

If the stalled loco has a twenty car train scattered through several S curves, the necessary velocity is difficult to attain so the switcher is sent around the other way and couples on front. Reversing ala Bill Schopp usually gets things started.

I must remember to buy more American Flyer plastic couplers.

G. H. Clingerman
2929 Webster St.
North Las Vegas, Nevada

Heh, first S gauger we've ever heard of who would admit the need for some variation of table thumping. Ed.

Shirley MacLaine & Live Steam

Further to your DS Report in July '65 RMC re: the John Goldfarb movie. I can certainly recommend all model rails to see this picture which played here in June, if you want to see a colorful array of standard gauge trains with hand made locos. There are head-on collisions, fires, and even a camera train which circles the ladies swimming pool. Could the standard gauge euipment have been the same used in the 1938 film "Four's A Crowd?"

In the March RMC your Trouble Shooting refers to the absence of a miniature live steamer ever having exploded. Strangely enough, the Jan.

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'65 "Model Railway News" (English) quotes just such an instance. It seems a 7¼" gauge loco blew its boiler during a club meeting. Apart from debris flying in all directions, the steam dome case hit the driver's forehead, requiring several stitches to the wound.

Bruce D. Baxter
103 Morningside Rd.
Whangarei, New Zealand

Memory tells us that the equipment in "Four's A Crowd" was Lionel wide radius O gauge. The film shows up on late TV every so often. Mishaps with live steam locos are very very rare since the locos are subjected to hydrostatic tests before being fired. Ed.

Last Of The Breed

Thanks for the kind comments about OO gauge, Pg. 61 July '65 RMC. We try to maintain a high percentage of railroading. How about including OO dimensions on the plans?

I have never yet met anyone who after having seen OO did not like the size of it. C est la vie.

Bill Johann
Tustin, California

There are several scales and sizes which somehow linger on, including OO. Some 30 years ago OO threatened HO for survival but today probably numbers not more than a few hundred fans at best. The survivors wouldn't switch for anything. Another extinct gauge is making an interesting comeback: Standard Gauge. In addition to using old toy trains of 2⅛" scale, Model Engineering Works offers several freight cars and arch bar trucks in this giant size and recently imported a limited run of Colorado & Midland 4-6-0 type locos, strictly scale. Fanciers of foreign prototype also favor old No. 1 gauge, slightly smaller than Standard Gauge. Ed.

Mallery NMRA X2f Horn Coupler

In reference to your comments on page 9 concerning a name for the NMRA coupler, I can see no problem here. "NMRA", "X2f", and "Mallery" all refer to the design of non-existing couplers. "Horn Type" refers to a conglomeration of couplers of similar appearance of which few intermate.

The hobby owes much to Paul Mallery, yet many stones have been cast at him because of this coupler mess, a situation which he had little or no control over. I am sure that if he had been able to look into the future, he would have saved himself the effort.

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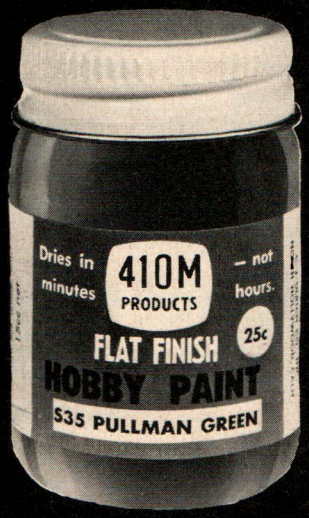

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DISPATCHERS REPORT

Joshua Lionel Cowan

Last Run

JOSHUA LIONEL COWAN, Sept. 8, 1965, for 60 years head of the toy train manufacturing firm named after his middle name. Born of a well-to-do New York City family, Joshua Cowan was born around 1878, and attended Peter Cooper Institute. In 1901 he founded the Lionel Manufacturing Company, later to become the Lionel Corporation. The first Lionel trains were made to 2⅞" gauge but in 1906, Lionel switched to the 2⅛" Standard Gauge which it continued to make until about 1941. Lionel O gauge production started in 1915 and continues to this day. In 1937 Lionel introduced a line of OO gauge trains which were dropped never to return when the company converted to war production in 1941. In 1959 Lionel introduced a line of imported HO trains which shortly thereafter was replaced with Lionel's own HO line. Cowan also pioneered slot car racing, bringing out a set in 1915. Sales of Lionel trains continued to rise through the years and for millions of children (and adults), the name Lionel took on special significance during the Christmas Holidays when space was provided under the tree for the loop of track. By 1954 Lionel retail sales had climbed to $45,000,000 per year. As Cowan grew older, he became Lionel's Chairman-Of-The-Board, being succeeded by his son Lawrence. In 1959 the Cowans sold out to a syndicate headed by Roy M. Cohn of McCarthy hearings fame. Joshua Lionel Cowan's greatest achievement was perhaps his famous Lionel 700EW full scale New York Central Hudson locomotive, introduced in 1937.

Club Car

National Railway Historical Society tracked into Vancouver for the Labor Day weekend, a week after the NMRA boys had left. Wonder how many came in via United and Air Canada? . . . 1966 NMRA national convention will be in Cincinnati . . . 1966 Train Collectors Association national will be in Santa Monica, California . . .

It pays to advertise. Among the bright club shirts floating around the Vancouver shindig were the yellow GATSME shirts and those of the California Central MRC.

Albuquerque Railroad Club, Inc. paper "Little Chief" laments the burning out of rheostats by operators who turn the juice on full when shorts develop in an attempt to burn out the trouble. Members are advised to shut off the power and check the track and train, and maybe the operator. The club is located at the state fair grounds.

Observation Car

Glenn L. "Rip" Van Winkle, veteran model supplier has announced his purchase of *Alexander Scale Models*. The new address is: P.O. Box 7121, Grand Rapids, Mich. 49507. A new catalog is already available for 10c. Shipping now are all single and double track tunnel portals, Burlington Water Tank, NYC Coaling Station, Little Hook, NYC Freight Station and the Pennsy Flagstop. Coming soon are the Oil Tank and Interlocking Tower. The line had been off the market for three years. The coaling station is especially worthy of note: a slim lined Fairbanks-Morse 100 ton structure of 1918 vintage. Kit lists at $6.95.

Walthers special O gauge Atlantic Coast Line 8-section buffet-lounge solarium car kit is a model of the car now owned by the Atlanta Chapter NRHS. Kit lists at $11.95 less trucks while very limited supply lasts and is not available in HO. Kit was made up special for club members and a few extra kits were made up so this one is a real rarie.

New from *Gem Models*, 160 W. Chelten Ave., Philadelphia, Pa. 19144, a Pennsylvania class S-1 6-4-4-6 Duplex streamlined steamer, model EH-106 in brass at $199.50. This is the loco that chugged its way through the 1939-1940 Railroad Exhibit on a special roller track bed with "American Railroads" lettering. Rigid frame on the prototype makes this technically a 6-8-6. Limited production but of interest to affluent Pennsy fans. HO, of course.

Another 000/N track book is available from *Charles Merzbach Company*, 95 Fifth Ave., New York, N. Y. 10003. Priced at $3.95 with spiral binding, this one is beautifully done in several colors, some in full color, and includes many excellent idea sketches suitable for all gauges. Printed in German but comes with a companion English language transla-

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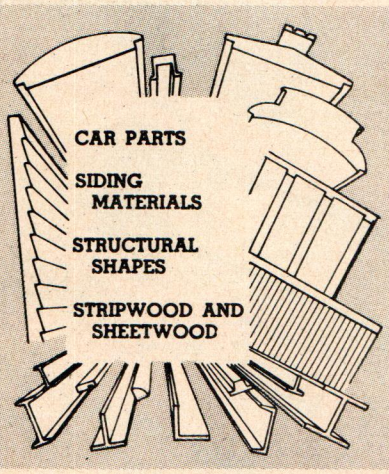

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Vicount Model Railroad Products, P. O. Box 42, South Station, Yonkers, N. Y., announces the new ownership, manufacture and distribution of the one-time Westbrook O gauge freight car line recently reintroduced by Star Hobbies. Box cars, reefers, and cabooses are planned additions to the line plus some of the former Westchester Model Co. (HO) structures including the 3-stall roundhouse. Catalog sheets for O and HO are now available.

U. S. Hobbies, Inc., P. O. Box 1942, Fresno, Calif. 93718 announces they will soon be importers of the entire KTM O and On3 lines in addition to a number of HO items. U. S. Hobbies admits that the restocking will take time inasmuch as hand crafted Japanese locos and other items are largely hand crafted. They also advise that they are keeping their finger on the pulse of model rails as a guide to future production plans. Watch for ads on this new name though we know veteran modelers will recognize that familiar address immediately as the home of Kemtron Products, Inc.

S gaugers can obtain a listing of all American Flyer S gauge rolling stock produced from 1952-1961 by sending $1.00 to *S Gauge* Herald, P. O. Box 105, Oradell, N. J. Each piece is identified by model number, year made, material, couplers, etc.

International Models, Inc., 33 Union Square West, New York, N. Y. 10003 offers a new booklet on Peco track for HO or 000/N which describes this interesting British track system made with code 100 N.S. rail. Among illustrated items are double slips, regular turnouts, crossings, and illustrations showing effects obtained by combining the various components, such as curved crossovers, double to single track junction, and curved double junction. Its yours for a dime. International also recently published a Treble-O Handbook for 75c, recommended for all modelers on 000/N gauge.

Erie Railroad electric MU cars are described and pictured in a new soft cover book by William Reed Gordon, "Erie Railroad Rochester Division" covering the period 1907-1934. The cars were wood railroad roof with square end windows and very obvious pilots, truss rods, and one center pantograph. Available now from Railroad Model Craftsman Reader Service, P. O. Drawer C, Ramsey, N. J. 07446 at $3.25 per copy ppd. Now where did we read as how the Erie never had electrics?

Fred Bronner, 120 East 23rd St., New York, N. Y. 10010, has released a number of new Lesney Matchbox models including a 3 inch long 1911

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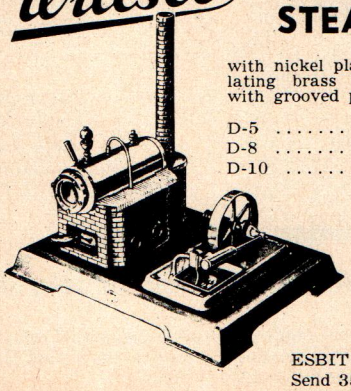

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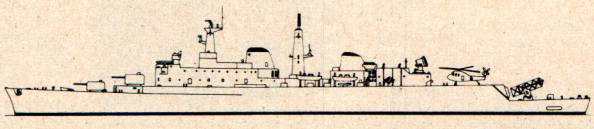

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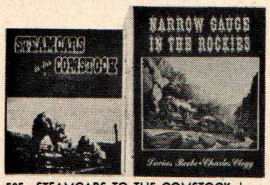

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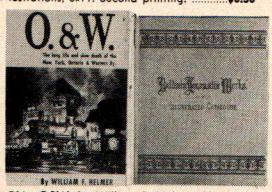

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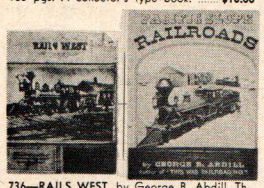

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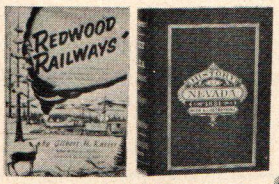

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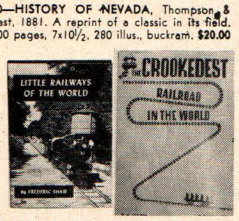

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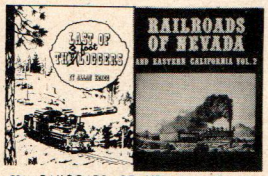

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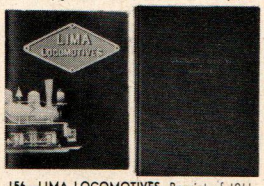

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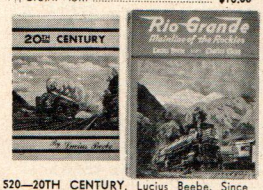

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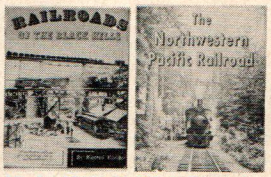

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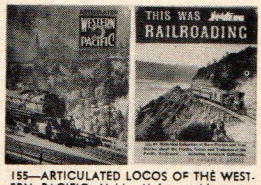

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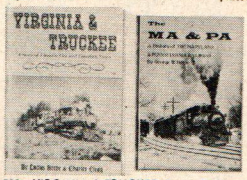

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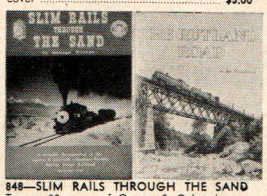

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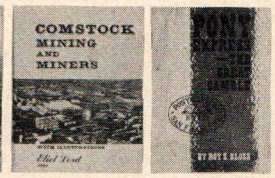

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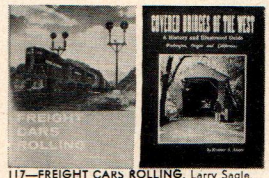

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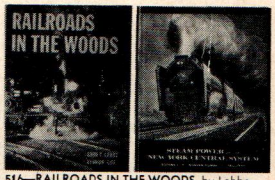

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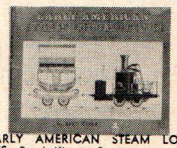

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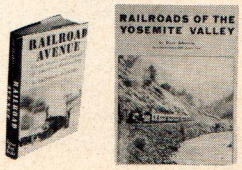

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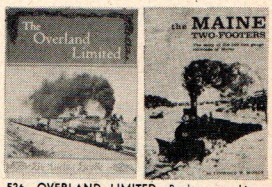

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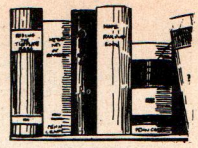

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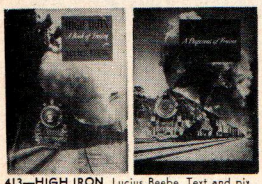

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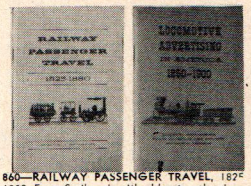

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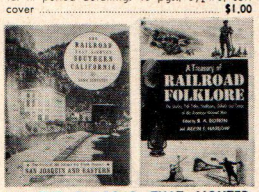

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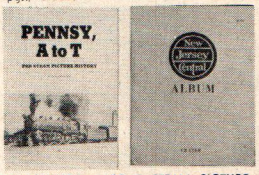

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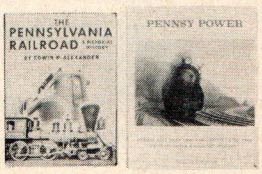

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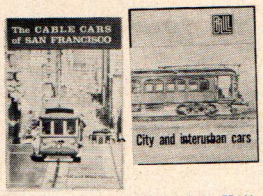

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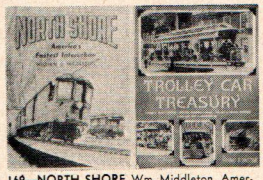

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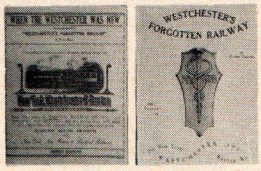

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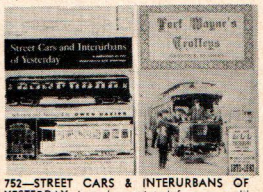

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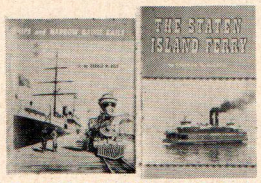

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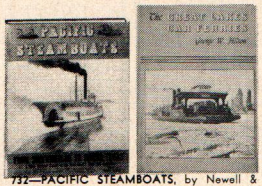

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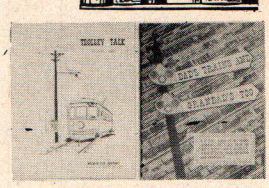

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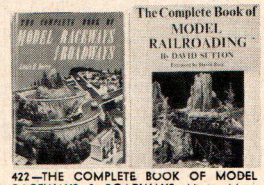

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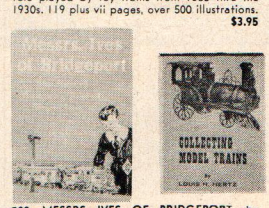

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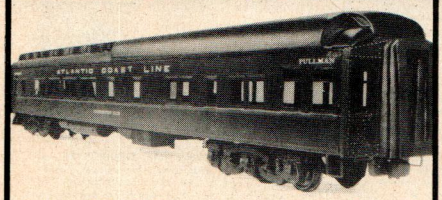

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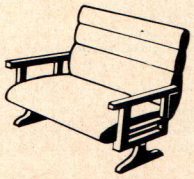
S1M Scale Metal trucks (6 wheel), pr. __ 3.45

ACCESSORIES

U773 Interior kit _____ 2.65
R276 Reinforcing angles (useful if roof is removable), pr. _____.50
U750 Removable roof kit, ea. _____ .65
U718 Lighting kit (4 bulbs) _____ 1.85
U713 Super Details, kit _____ .95
U709 Air Conditioning unit (underbody) _ .50

NEW LIGHTWEIGHT SEATS



Working reversible seats in O Scale, molded of lightweight Cycolac. Pkg. of 24 seats (kit)
C1005, pkg. __$3.00

WM. K. WALTHERS INC.
1245 N. Water St., Milwaukee, Wis. 53202

Model T Ford at $1.50, and 11¼ inch Fruehauf hopper train (highway) at $2.50, a 6 inch long Hatra Tractor Shovel at $2.00, and a Ferrari 250 GT Berlinetta with Scaglietti body measuring 2⅞ inches. Bronner unfortunately for us modelers does not give the scales of the various Matchbox Model releases and they do vary.

New catalog sheets from *Ken Kidder*, P. O. Box 213, San Francisco, Calif. listing HO and HOn3 items is yours for a 5c stamp and lists seven different Harriman type all brass HO passenger and headend cars. Steam dummy locos and traction units are also included along with narrow gauge locos and cars and some special Japanese prototype locos of which the class C-56 Mogul is especially appealing. Another brochure listing 70 different builder plate reproductions, controllet handles and similar plates is offered by *Terry Industries*, P. O. Box 5585, Arlington, Va. 22205. The fiberglas units are especially good buys and can't be told from metal. Yours for a 5c nickel or stamp. Trolley fans will dig the 6x11 aluminum "Trolley Men" plate at $6.95. Special group emblem designs are available to order. The real builders plates are very rare and expensive today, if available at all.

MODEL RAILROAD TIMETABLE

NMRA REGIONAL MEETS

MELBOURNE, AUSTRALIA, April 9 to 11, Easter 1966. Southern Cross Region Convention. Federal Hotel, 547 Collins St. Model Comps., Clinics, Layout Visits, Steam Museum, Narrow Gauge Steam Trip, Convention Dinner. Further info. contact Chas. Huggard, 65 Farview St., Glenroy, W. 9, Victoria, Aust.

DAYTON, OHIO, Nov. 13. Div. 3 Mid Central Region second Jamboree, 1407 E. 3rd St. 9:30 AM-10:00 PM. Reg. $1.50, meal available. Layout tour (trans. provided), auction, raffle, model switching contest, slides, movies. Contact Bob Neitman, 4017 Glenheath Dr., Dayton.

INDIANAPOLIS, IND. Nov. 7. Central Indiana Div., Mid-West Region Fall Meet. Contests: Model, First Time entry model, Kit, Creep and Pull; clinics, awards, dining car, movies, slides, door prizes. Hours: 12:00-7:00 PM. More info. contact J. R. Hagan, 361 N. 9th St., Middletown, Ind. 47356.

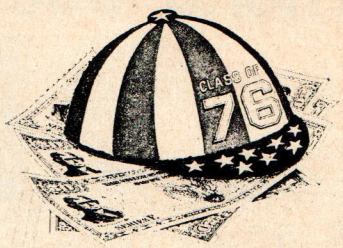
CLUB SHOWS

EVANSTON, ILL. Nov. 6, 7. Evanston Model RR Club Annual Exhibition, CN&W RR Sta., 600 Main St. "O" ga. 2-rail op. 2-7 PM both days. Donation Adults 25c, children 10c. Membership open. Contact Gerald Minkus, 4266 W. Pratt, Lincolnwood, Ill.

WESTFIELD, N. J. Nov. 19, 20, 21, 26, 27, 28, Dec. 3, 4, 5. Central Jersey Model RR Assn., Annual Exhibit, 135 Elm St. "O" ga. RR, Trolley & Interurban. Hours: Fri. 7-8 PM; Sat. 2-5 PM, 7-9 PM; Sun. 2-5 PM.

WILLISTON PARK, L. I., N. Y. Dec. 3, 4, 5. The Nassau Model RR Club, Inc. Christmas Show, 174 Hillside Ave. Admission by donation. Hours: Fri. 7:30-10:00 PM; Sat. 2:00-4:30, 7:30-10:00 PM; Sun. 2:00-5:00 PM. Contact: George Hatzfeld Jr., 143 Laurel Dr., New Hyde Park, N. Y. 11042.

Star-spangled way to send a son to college



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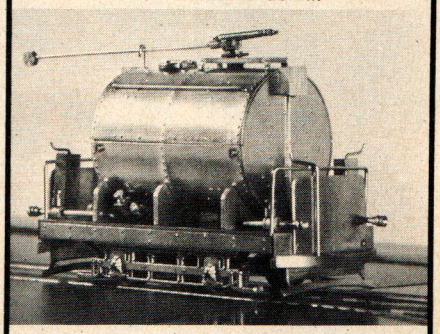
At last a needed piece of HO gauge work equipment powered in brass RTR the

BRILL STANDARD SPRINKLER

with marvelous detail.



Kit #111
Price, unpainted, RTR .....$19.75 ppd.

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MODEL TRAMWAY SYSTEM
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Pacific Traction, P.O. Box 17133,
San Diego, Calif. 92117

VOLLMER

NEW 1966 CATALOG

28 pages in full color, showing the new Vollmer items, both HO and N scale, plus 150 other structures and parts. Included are engine facilities, factories, stations, signal towers, bridges and our plastic building sheets. Also illustrated in the complete Vollmer catanary system.

50c at your dealer or direct.

HEINZL RACK RAILROAD

Now a fully operating rack railroad is available. With the Heinzl locos and track grades up to 75% are possible. This is fully illustrated in the Boyd catalog.

Complete Boyd Models Cat. 50c

Have your dealer order from
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1030 S. Grand Ave., Dept. R
Los Angeles, Calif. 90015

CHICAGO, ILL. Nov. 3, 6. Smokey Mountain Model RR Club 20th Anniversary Open House, 1507 N. Keystone Ave. Rear entrance. O scale model railroad featuring steam, diesel, trolley operation. Hours: Nov. 3 - 7:30 PM Nov. 6 - 2 to 4 PM, 7:30 to 11 PM. Contact J. W. Andresen, Secy. above address.

LONG ISLAND CITY, N. Y. Nov. 5. Empire Model RR Assoc. Annual Auction at clubroom in basement 34-05 44th St., at 7 pm. All welcome to come & buy, trade or auction HO model RR equip. Admission free, refreshments. Info. contact Wayne Foote, 37-68 64th St., Woodside, N. Y. 11377 Phone: 212-335-9496; or Hal Fletcher, 42-64 65th Pl., Woodside, N. Y. 11377 Phone: 212-IL 7-6236.

ROCKDALE, FLA. Nov. 20. Miami RR Historical Soc., Inc. 4th Annual Steam Exposition at Gold Coast RR, Historic & modern live steam models of all types in op. starting 12:00 noon. Admission free. To reach Exposition, drive south on U.S. #1 to S.W. 152 St. (Coral Reef Dr.), turn west 4 mi. to So. Campus U. of Miami. Contact Gold Coast RR, Mrs. Lois Beekman, 811 S.W. 6th St., Ft. Lauderdale, Fla. 33315. re: display of own models.

NEW HAVEN, CONN. Nov. 5, 7, 12, 14, 19, 21. NHSME Fall Show, 90 Court St., New Haven 10. Oper. O & HO RR & Trolleys. Hours: Fri. 7:30-10 PM; Sun. 2:30-5:30 PM Adm. 50c & 35c.

MILWAUKEE, WIS. Nov. 26, 27, 28, Dec. 3, 4, 5. Model RR Club of Milw. Inc., Annual RR Show, 215 E. National Ave. Layout O scale featuring CTC oper., 2500' track, steam, diesel & trolley cars. Donation 25c adults; 10c children. Hours: Fri. 7:30-10 PM; Sat. 1:00-5:30 PM, 7:00-10:00 PM; Sun. 1:00-6:00 PM.

ELGIN, ILL. Nov. 19, 20, 21. Valley Model RR Annual Open House, south on Illinois Rte. 25 to Kenyon Rd. HO & HOn3 oper. layout, refreshments, displays. Adm. free, donation bowl. Hours: Fr. 7:00-10:00 PM, Sat. & Sun. 2-10 PM. Contact Ken Priest, 503 Park Blvd., Streamwood, Ill. 60123.

PORTLAND, ORE. Nov. 13, 14, 20, 21. Columbia Gorge Model RR Club, Inc. Annual Show, 3405 N. Montana Ave. HO ga. in oper. 1-8 PM ea. day. Adm. Adults 50c; Children under 12 25c. Contact Charles Storz, Jr., at above address.

BROOKLYN, N. Y. Oct. 22-24, 29-31, Nov. 5, 6, 7. Bay Ridge Model RR Club Annual Show. "O" ga. RR & overhead Trolley op. at 28 Marine Ave. & 93rd St. Hours: Fri. 7:30-10 PM; Sat. & Sun. 2:00-6:00 PM. Admission 40c, children 25c. Contact Tom Brecht, 647 90th St., Brooklyn, N. Y. 11209.

HICKSVILLE, N. Y. Nov. 26-28, Dec. 3-5. West Island Model RR Annual Open House. Rear entrance 372 Old Country Rd. Featuring op. bridges & coal mine. Hours: Fri. 8:30-10:30 PM; Sat. 2:00-5:00 PM, 8:30-10:30 PM; Sun. 2:00-5:00 PM. No admission, donations accepted. Further info. contact Bud Borthwick at above address.

MERCHANTVILLE, N. J. Nov. 12, 13, 19, 20. Cherry Valley Model RR Club 4th Annual Show & Open House, basement Grace Episcopal Church, Maple Ave. & Centre St. Pub. Serv. bus Rt. #7 from Phila. to door. Hours: Nov. 12, 13, 20—1-9 PM; Nov. 19—6-9 PM. Show includes steam, diesel latest in colorful streamline lightweights. On3 is abuilding. Contact: John Heath, 25 Paul Rd., Maple Shade, N. J.

LONG ISLAND CITY, N. Y. Dec. 3, 4, 5. Empire Model RR Assn. Open House for model railroaders only, at 34-05 44th St., Long Island City. Club is celebrating its 20th year. Hours: Fri. 7-10 PM; Sat. 2-5 PM, 7-10 PM; Sun. 2-5 PM. No admission, donations accepted.

CAMDEN, N. J. Nov. 26, 27, Dec. 3, 4, 10, 11. Silver Valley RR Annual Show, Central Branch YMCA, 614 Federal St. Layout HO (over 1000') & HOn3 (over 100'). Hours: Fri. 7:30-10:00 PM; Sat. 12:00 noon to 5:00 PM. Info. contact Jerome Crosson at above address.

MURRAY HILL, N. J. Nov. 6. Summit-New Providence HO RR Club 4th Annual Model RR Auction at 8 PM, 94 Oakwood Dr. (¼ mi. east of Lutheran Church on South St.) Admission free. 10% of sale price to Building Fund. Model RR equip. or tools accepted Fri. or Sat. Contact Paul Mallery, 464-5315.

CLUB NOTICES

PARK RIDGE, ILL. Des Plaines Valley Model RR Club welcomes new members. Meet Wed. 7:30 PM, 625 Busse Hwy. Park Ridge, back of Drake & Son Funeral Home. Contact Jim Farrell, 538 Pinehurst Dr., Des Plaines, Ill. 827-4760.

CINCINNATI 11, OHIO. Western Hills Model RR Club welcomes new members. Meet every Thurs. 7:30 PM, 3rd fl. Western Hills YMCA, Harrison & Montana Aves.

TROY, N.Y. Troy Model RR Club welcomes new members. Meet Wed. 8-11 PM. HO layout w/double tracked main line & branch line under construction. Contact James Odell, 536—8th Ave. or call 273-7330.

WESTCHESTER or BRONX, N.Y. AREA. HO ga. Club being formed, drawing members from greater N.Y.C. metropolitan area. Anyone interested contact John A. McCourt, 3 Fieldstone Dr., Hartsdale, N.Y. or call 914-RO 1-6272.

TOLEDO, OHIO. The Little Mens Chowder Marching & Model RR Soc. welcomes new members. Large HO layout under construction. Contact Pete Eisele, 3766 Schneider Rd., Toledo 43614. Phone: 382-8644.

BROOKLYN, N.Y. AREA. Flatbush Model RR Club welcomes new members. 0 ga. trolleys & trains. HO. Contact Edward Grasso, 731 Coney Island Ave., Brooklyn. Phone: IN 9-4085.

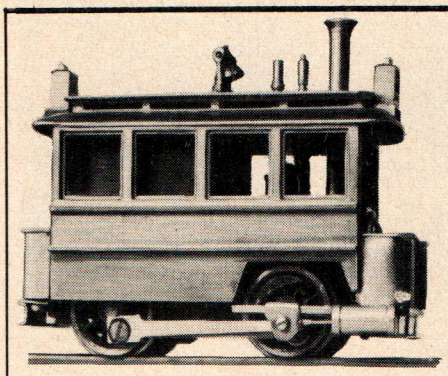
CANONSBURG, PA. Informal club forming in this area. HO (?), oper., field trips, etc. Contact Paul Koren, 130 Mitchell Dr., Canonsburg 15317.

NORTH FLORIDA AREA. Club now forming —HO ga. Interested parties contact R. P. Pokorski, 6517 Solandra Dr., Jacksonville, Fla. Phone: 904-771-1366. Military personnel welcome.

COLUMBUS, IND. Pioneer City Model RR Club welcomes new members. Anyone interested contact Roy Marshall, 423½ Jackson St., Columbus, Ind.

FAN TRIPS

BUTLER, N. J. Nov. 2, Dec. 24, 31. The Butler Day Express will make trip on New York, Susquehanna and Western RR, leaving N. Y. Port of Authority Bus Terminal (41st St. & 8th Ave.) 1:10 PM from platform 51; arrives Butler approx. 2:36 PM. Bus service available to Paterson, Newark & NYC from Butler. Tickets to Butler $1.50, may be purchased at windows 26, 27, 28 Port Author. Bus Term. Info. contact: J. R. Guthrie, 20 Trent Lane, Smithtown, N. Y. 11787.



NEW in HOn3 STEAM DUMMY

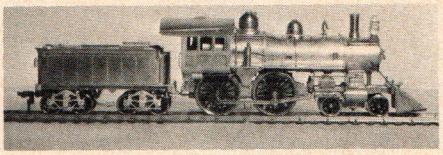
Now — the HOn3 counterpart of the popular HO Steam Dummy. The prototype was built in both standard and narrow gauge versions to suit the demands of the times. Equally at home on a backwoods operation or hauling street car trailers through the street. Ready Dec. 1.

3554 HOn3 ready to run $19.50
3526 HO ready to run 19.50

NEW — FLEXIBLE HOn3 TRACK AND SWITCHES

Flexible HOn3 track sections and switches take the work out of track laying. Nickel silver rail and realistically grained ties.

8000 19½" lengths, each ..... .75
8001 Right hand No. 4 switch, each 2.95
8002 Left hand switch, each 2.95



NEW YORK CENTRAL & HUDSON RIVER R.R.

The HO belle of the nineties — runs like a watch — All-brass HO Buchanan 4-4-0. Ready to run.

3538 ..... $29.50

POWER TO SPARE

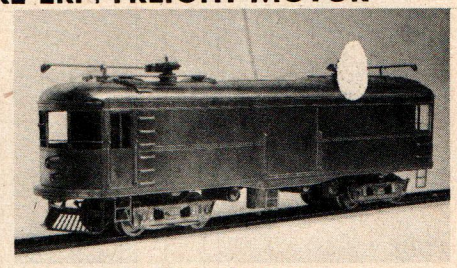
Double solenoid switch machine. Flat construction with built-in contacts. All the necessary parts and instructions for installation above the table or underneath.

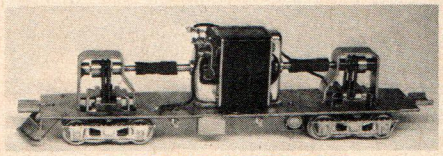
1001 ..... $1.50

NEW CINCINNATI & LAKE ERIE FREIGHT MOTOR

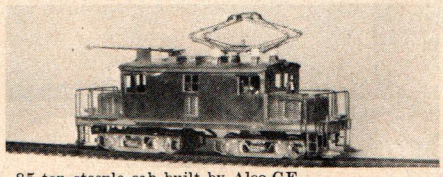
This powerful dual drive brute will haul all the freight you can put behind it. A faithful brass replica of the C&LE's 635-649 series.

2057 Ready-to-run $34.50





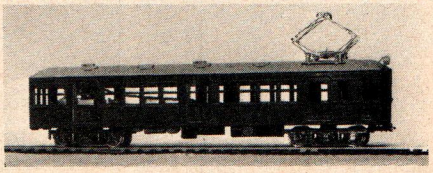
SOUTH SHORE STEEPLE CAB



85-ton steeple cab built by Alco-GE.
2056 Kit ..... $15.50 RTR $17.50

NEW HO 57' RAPID TRANSIT CARS

2058 Mail-baggage car (with windows) $19.50
2059 Passenger car (illustrated) 19.50
2060 Same as 2059 without motor 10.50



Send stamp for new HO-HOn3 illustrated price list.

AT YOUR DEALER OR POSTPAID DIRECT

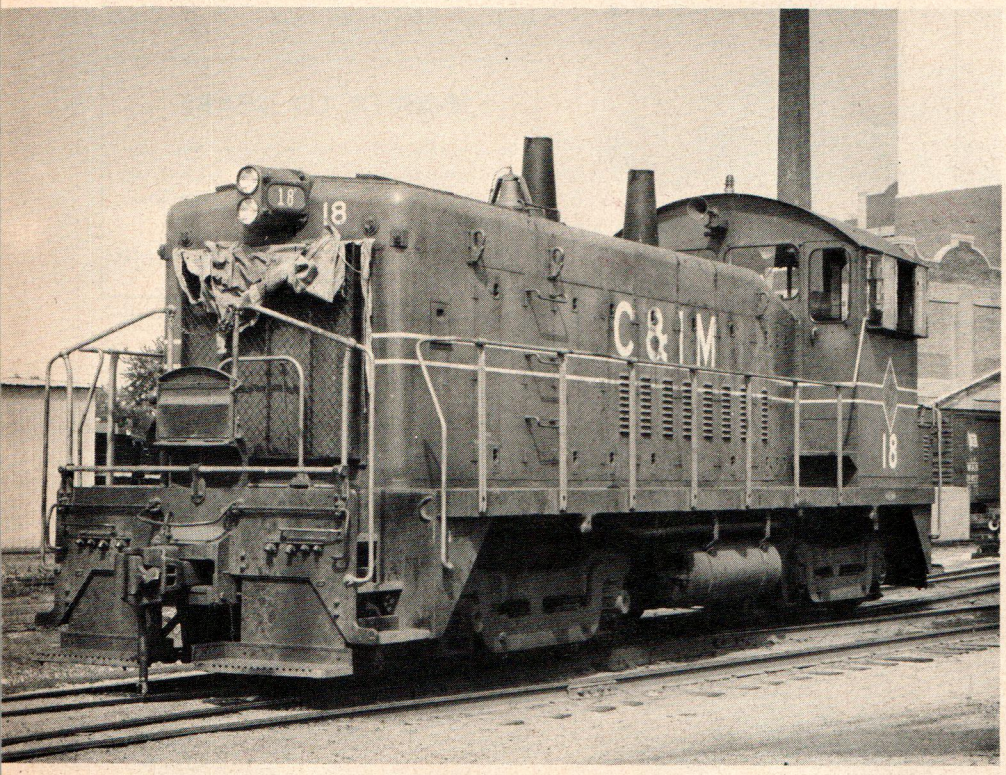
KEN KIDDER BOX 213, SAN FRANCISCO, CALIF.

CHICAGO & ILLINOIS MIDLAND RR

by Jim Boyd

The Chicago & Illinois Midland is a 121 mile midwestern coal carrier operating a fleet of 18 Electro-Motive diesels.

Cut-nosed No. 61 is an Electro-Motive 1800 hp. SD-18, one of two such engines on the Midland's roster. CIM locos have all-weather window boxes.



Oldest diesel on the CIM roster is No. 18, a 1955 vintage SW-1200, used mainly in Springfield switching. Nos. 18-19 lack dual controls.

THE Chicago and Illinois Midland is a 121 mile central Illinois coal carrier that proves that short lines don't always look small. In the days of steam, the Midland's hoppers and gons were hauled by beautiful USRA heavy 2-10-2's and 2-8-2's. The typical Midland's steamer was an immaculately maintained drag engine, and today's diesels fit right into that pattern. The mainstay of today's fleet are its seven EMD six-motor 1750/1800 horsepower SD units that are painted bright green with red and white stripes; and are beautifully maintained.

The Midland, owned by Commonwealth Edison Power Company, runs from Peoria, Ill. southwest to Havanna, Ill., on the Illinois River, and then southeast to Springfield, Ill. where the main yard and shops are. From Springfield, it runs due south on trackage rights over the Illinois Central to Cimic, Ill., where the Midland heads east to Taylorville where it terminates with the Norfolk and Western (Wabash) interchange. The road's prime commodity is coal, and the typical haul is from the mines near Taylorville to the rail-barge interchange at Havanna where the coal is shipped up the Illinois River to power plants in the Joliet and Chicago areas.

The Springfield diesel and car shops are very modern and would serve as excellent prototypes for modelling.

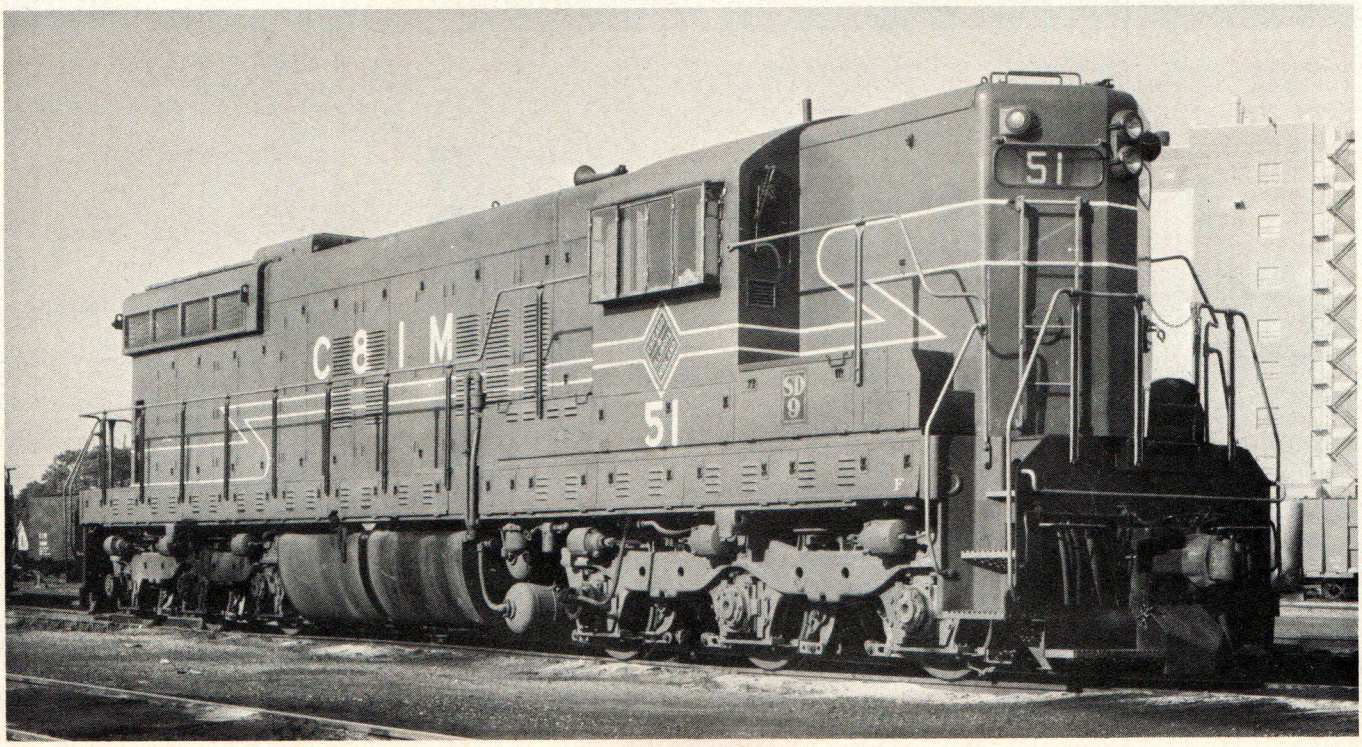
C&IM ROSTER

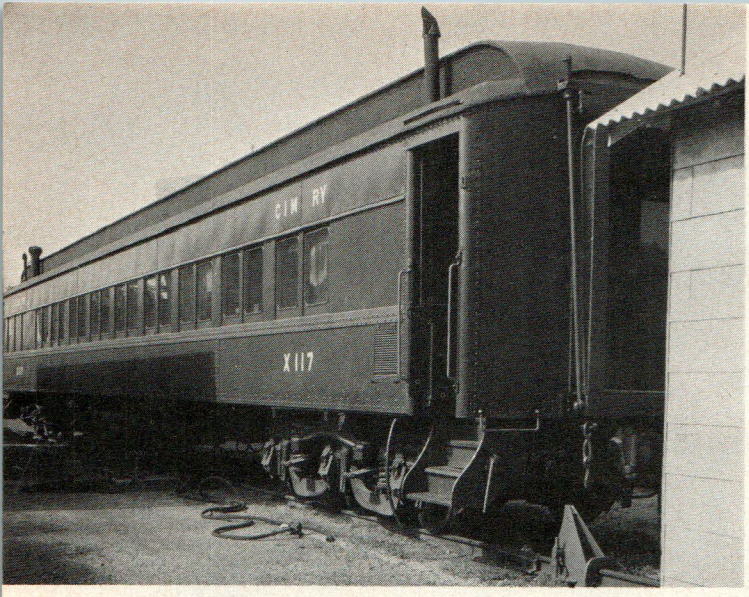
NO.	TYPE	BUILDER	DATE	NOTES
18—19	SW-1200	EMD	1955	First diesels
20—23	SW-1200	EMD	1956	Dual controls
50—54	SD-9	EMD	1955	Dual controls
60—61	SD-18	EMD	1963	Dual controls
30—31	RS-1325	EMD	1960	Dual controls

The RS-1325's are equipped with EMD Flexi-Coil road trucks and are used in multiple with the SD type locos as road power. For another view in color, see front cover of this magazine.

Units are frequently mixed on the road, such as this SD-9 and RS-1325 pulling into Springfield. Switchers are also used in road service.

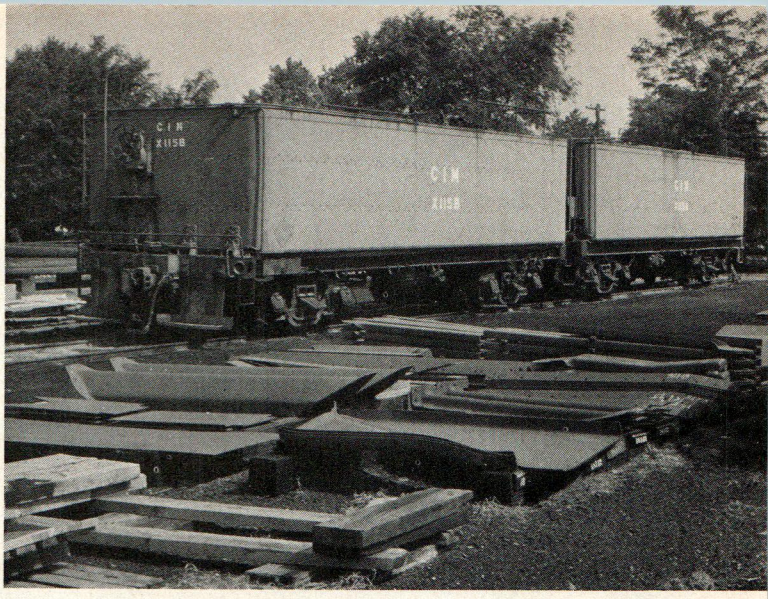
EMD SD-9 No. 51, a 1750 hp. six-motor unit, was one of the original group that bumped steam off the Midland in 1955, and is the standard power today.





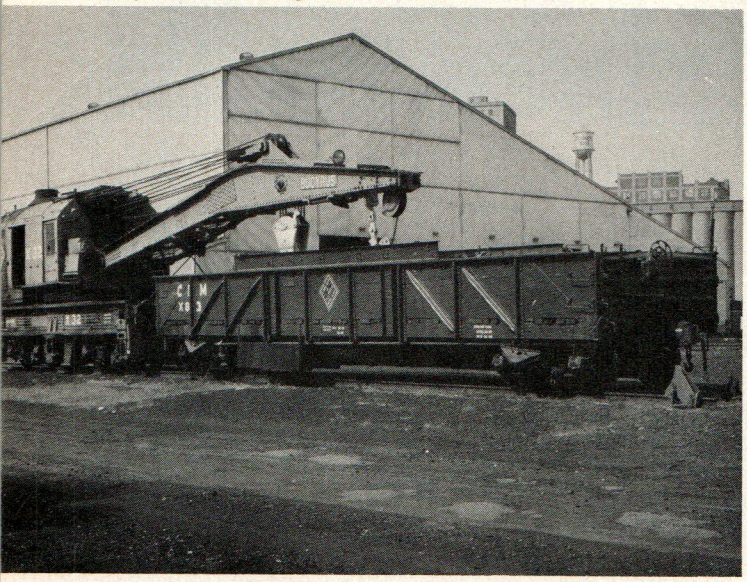
Midland's passenger service consisted of a short train between Peoria and Springfield drawn by a heavy, modern 4-4-0. Work train coach X-17 is a survivor of the old passenger train days.

Midland's boom car is a converted gondola. Notice the extra top side panels, underslung tool box, and re-rail frogs.



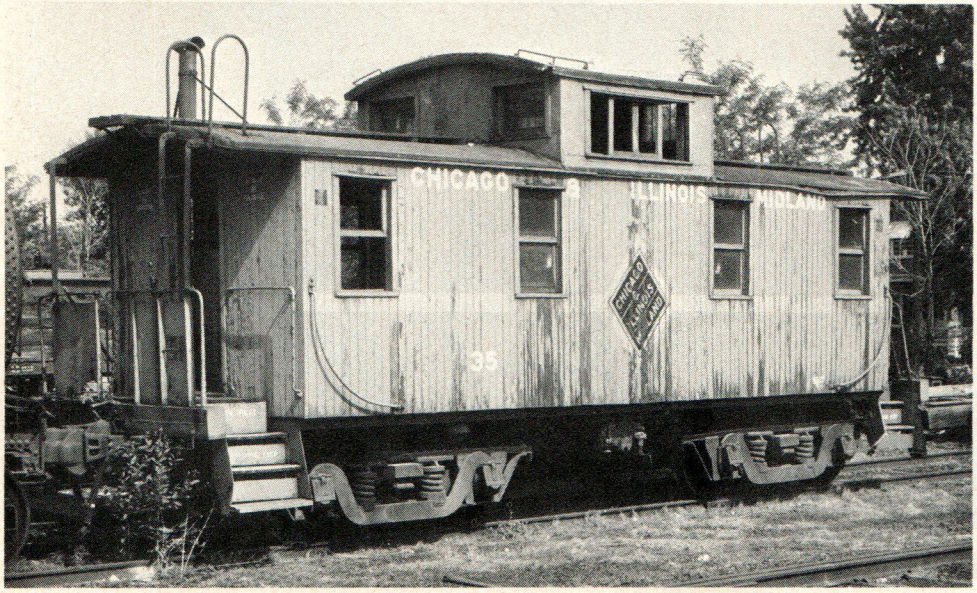
Leftovers from the steam age, X115A and X115B are ex-2-8-2 tenders joined by a solid drawbar, with couplers at each end. Used in work train service, they are painted dark green.

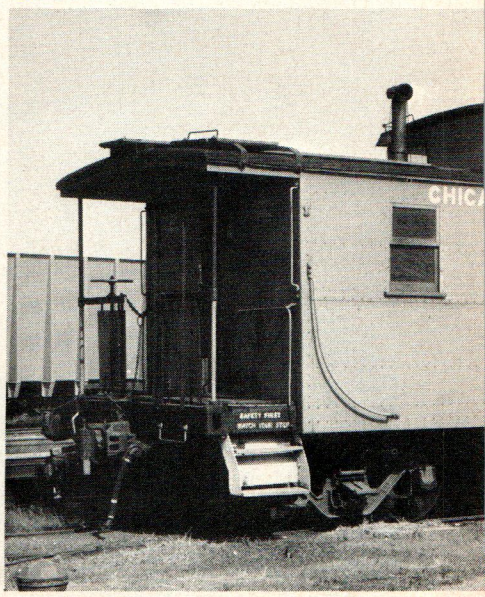
Colorful hopper 2005 has a roof with round hatches and special hoppers underneath for diesel sand service, blown out by air.

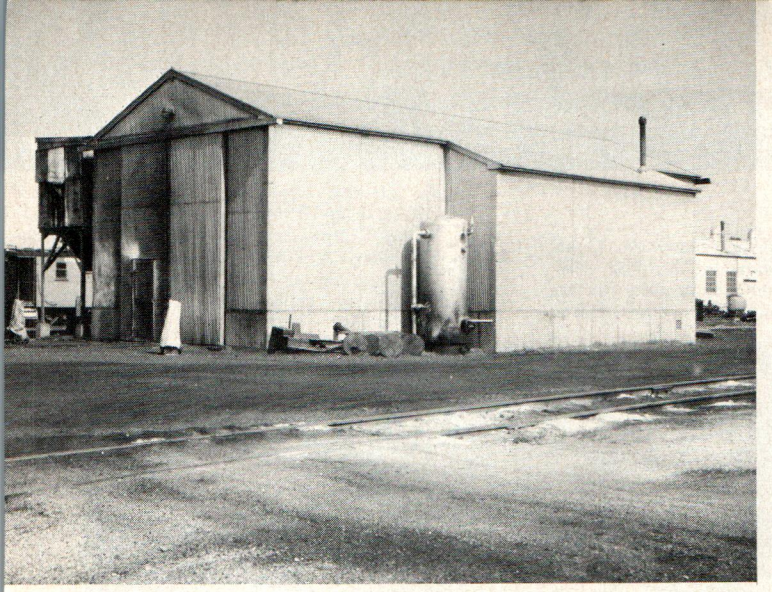


Most modelers will vote No. 35 as the prettiest caboose on the line, if slightly the worse for wear. Now out of service, this wood car with steel underframe, large cupola, and passenger style trucks is a real gem. Painted dark green, red stripe and ends.

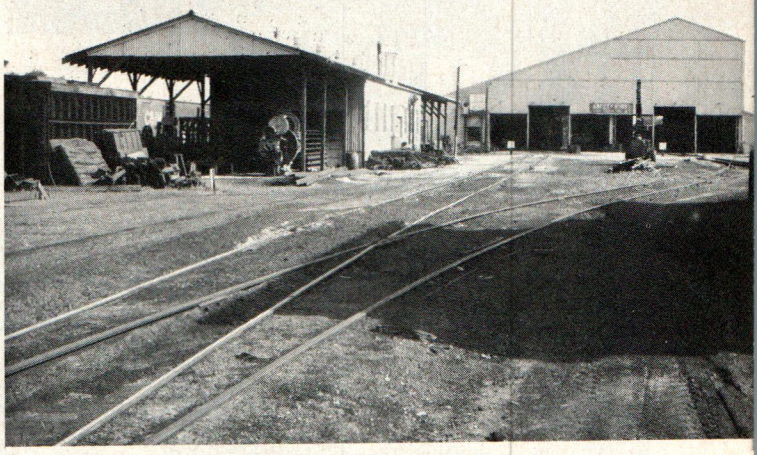
No. 49 appears to be a steel sheathed wood caboose. Despite differences, all CIM cabooses have distinctive family resemblance.





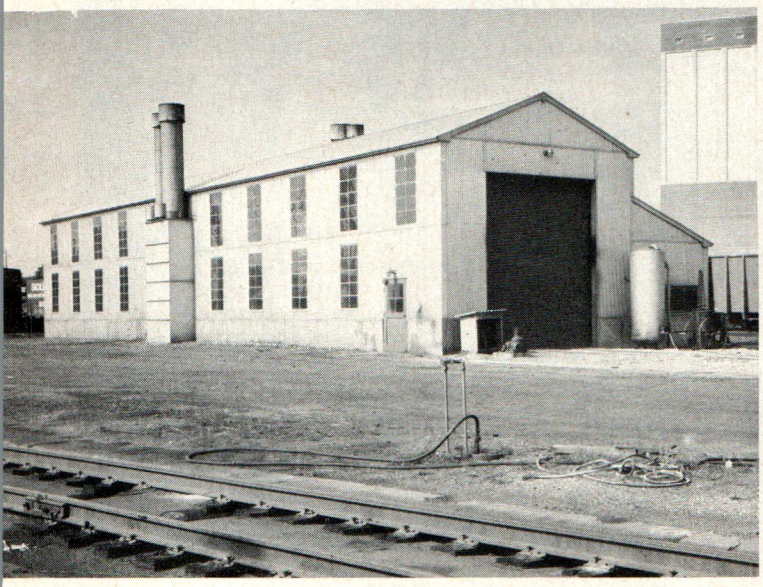


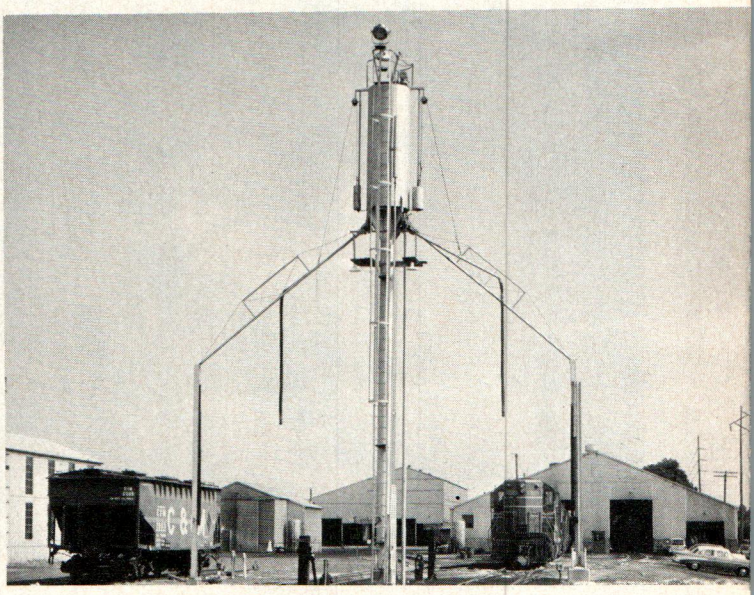
Cars just out of the shop are sandblasted in this shed prior to receiving a new paint job. Building is all corrugated metal.



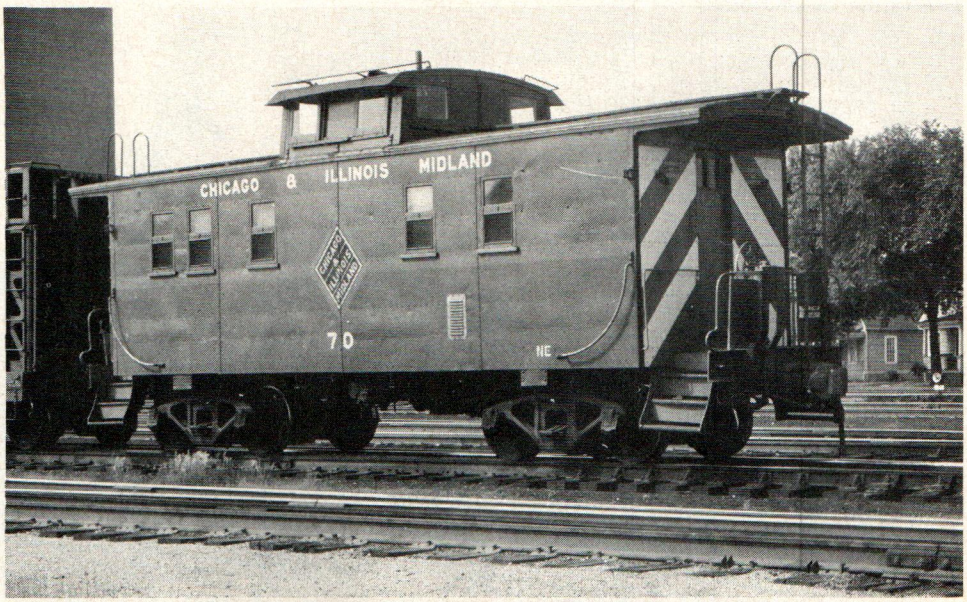
The C&IM has a remarkably complete car shop complex in Springfield. At left is the blacksmith shop and large building at rear is the car shop itself. Most buildings at Springfield are corrugated.

C&IM paint shop with large vent pipes on the side and compressed air cylinder near door. Compressed air is used extensively.





An overall view of the Springfield shop complex looking west. In the foreground is the modern sand tower with the special sand car at left. Behind the sand car, from left to right, are the paint shop, sandblast shed, car shop, and the locomotive shop; all very neat.



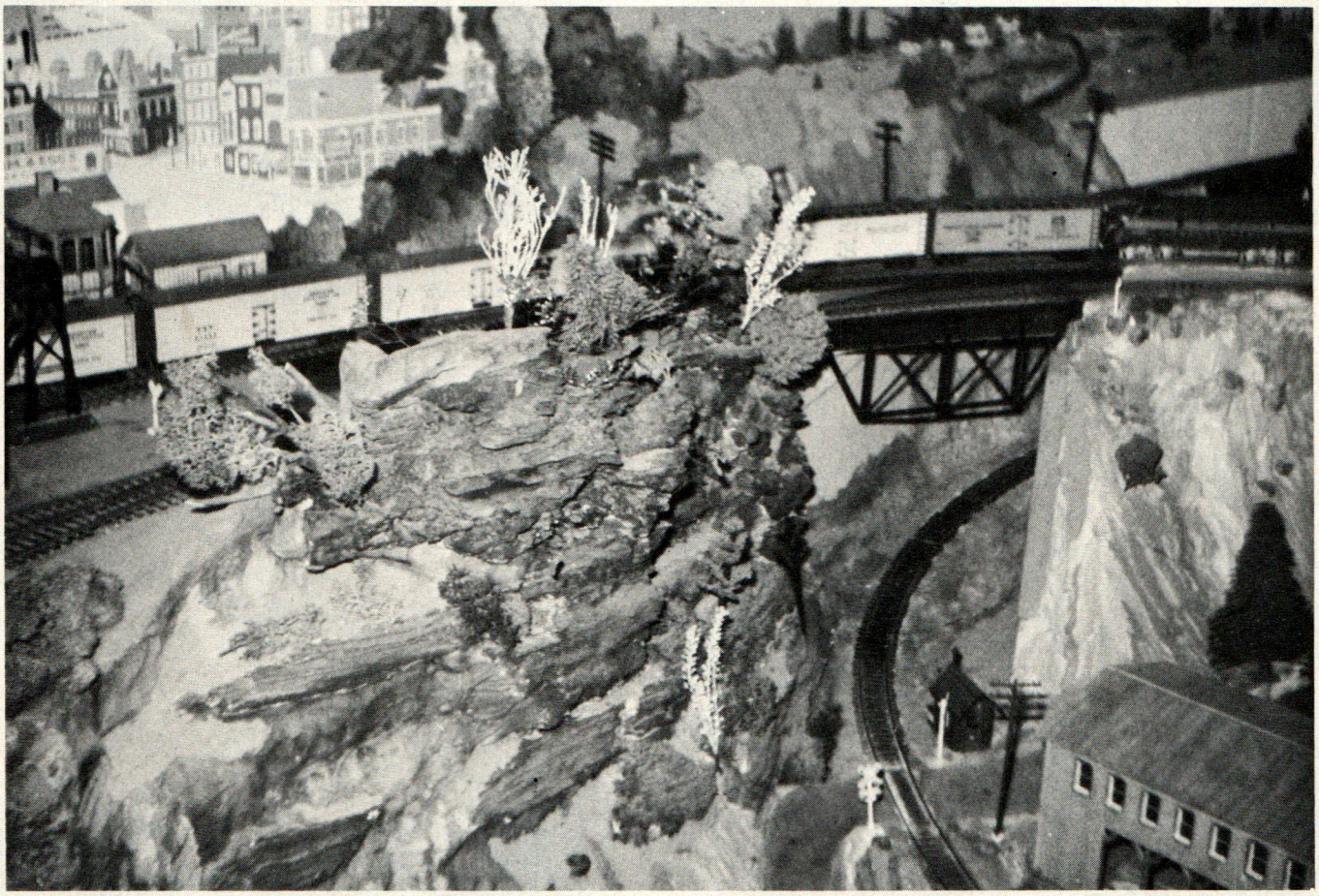
Caboose No. 70 is latest type CIM hack, boasts white end stripes.

BOOMER TRAIL

We pay $5 for reader's photos used in this section. Send size 4x5 or larger prints to: Editor, Railroad Model Craftsman, Ramsey, New Jersey.

Cliff Walker, 38 West St., Newtown, Conn. 06470, sent in this photo of his HO pike, boasting rocky terrain and deep cuts. Factory at lower right was built from Frank Ellison article.

Pacific Electric interurban scratch built by Paul Voit, 8320 Rising Sun Ave., Phila. 11, Pa., using Northeastern materials, brass shaper, and wire. A Pittman DC-60 is mounted on a built-up power truck using Wagner side frames. The 0 gauge model required 200 hours to build.



High desert railroading will be the theme of Dave Sweet's Coyote Pass & Western Ry., this scene will be included, the work of David Sweet, 1211 Victoria Ave., Los Angeles, Calif., 90019. Materials were Strathmore and Camino lumber for the structure.

Trains No. 26 "The Asa Packer" and No. 7 "The Maple Leaf" passing in Narrows Cut as L&HR Extra No. 93 heads west on the single track line and the rear end of NKP 759 passes down the mountain. The activity is on the outside 3rd rail 0 gauge pike of Norman Cole, 1438 Stones Crossing, Easton, Pa., measuring 22x37 ft.

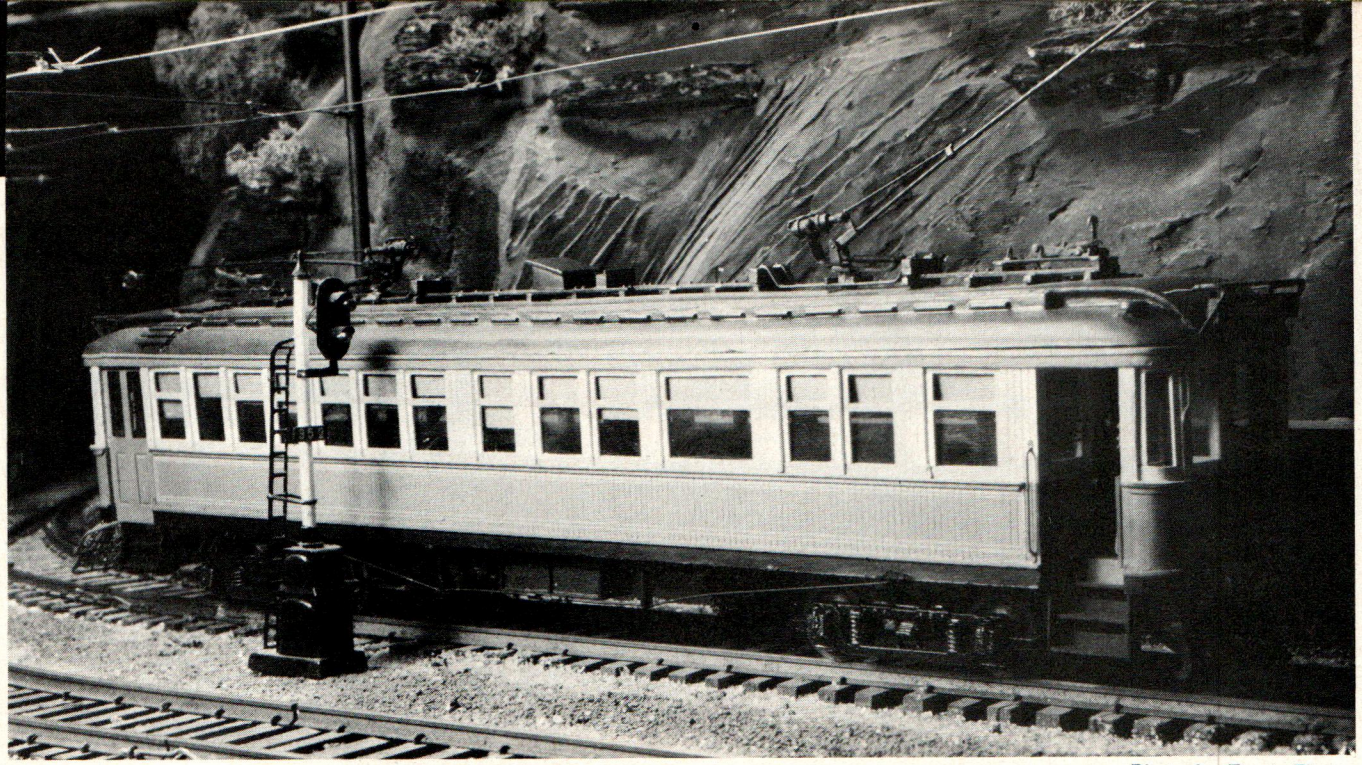
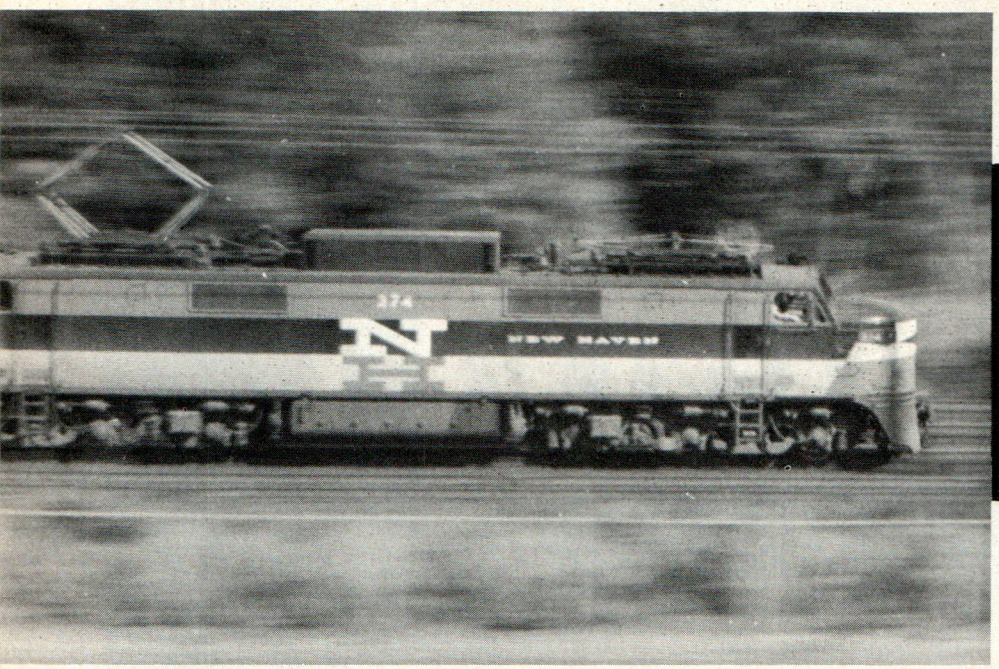


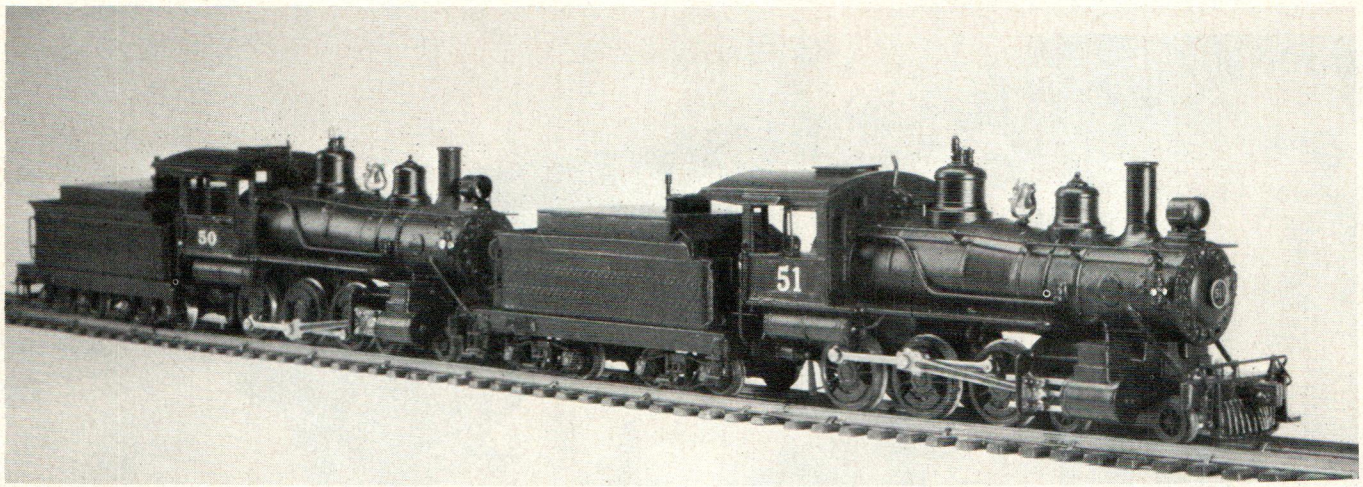
Photo by Frank Titman

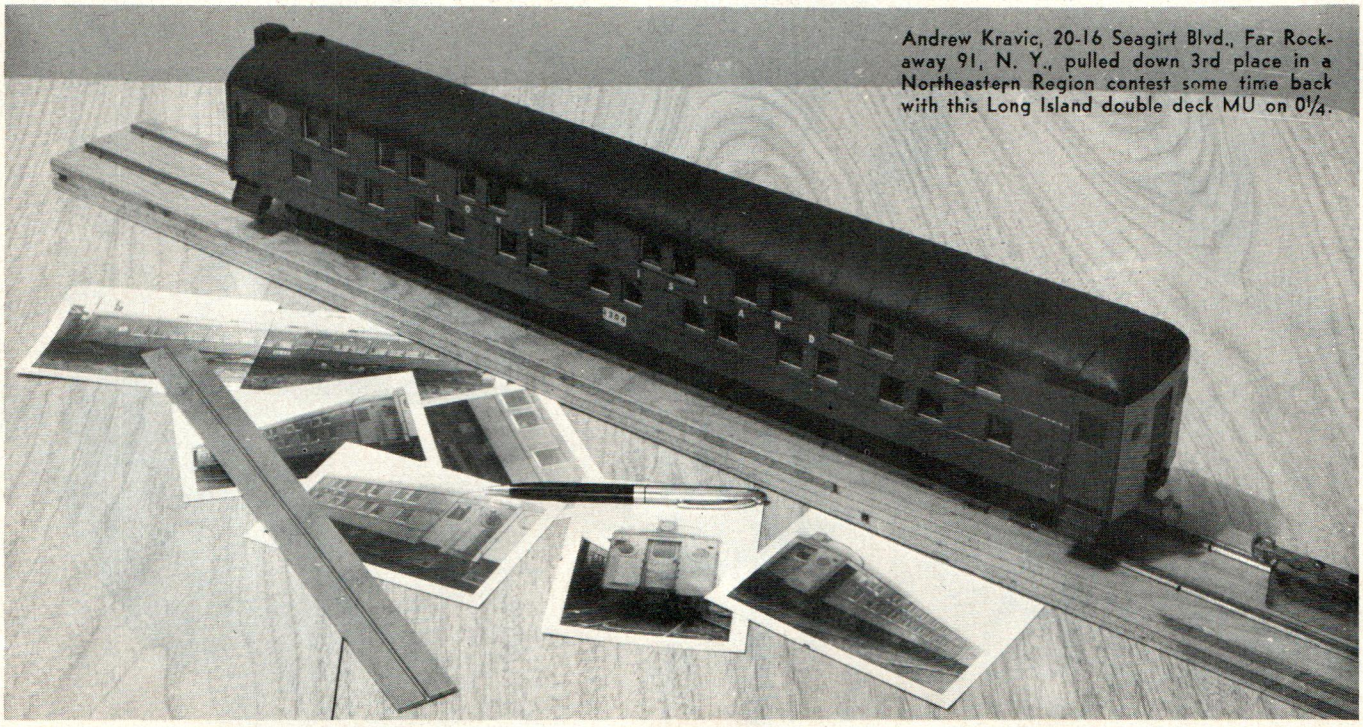


Beautifully detailed full scale rectifier loco moving at about 60 scale mph, in photo from Bob Calandresa, 72 Chatsworth Pl., New Rochelle, N. Y. 10801. Track gauge: 4'8½" of course!

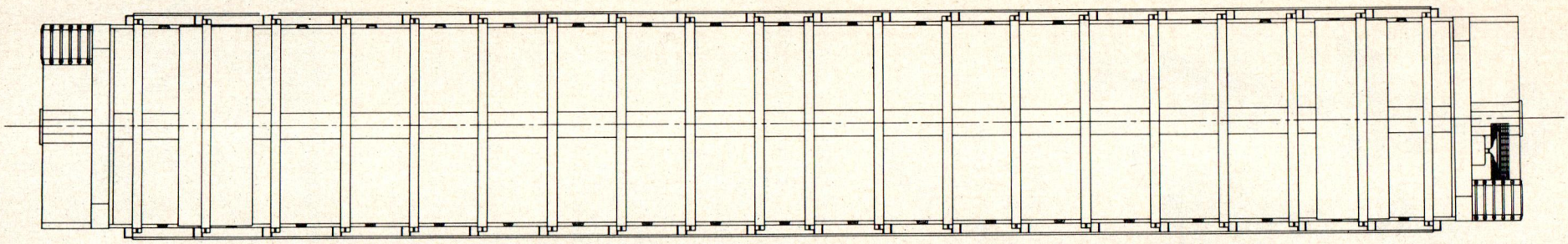
BOOMER TRAIL

Two modernized Virginia & Truckee Tenwheelers from early Pacific Fast Mail imports. Front end couplers necessitated stubby pilot. Caps were removed from stacks, and cab sides plated over. Jeff Winslow made them for his pike-to-be. Ah, but when, Jeff!





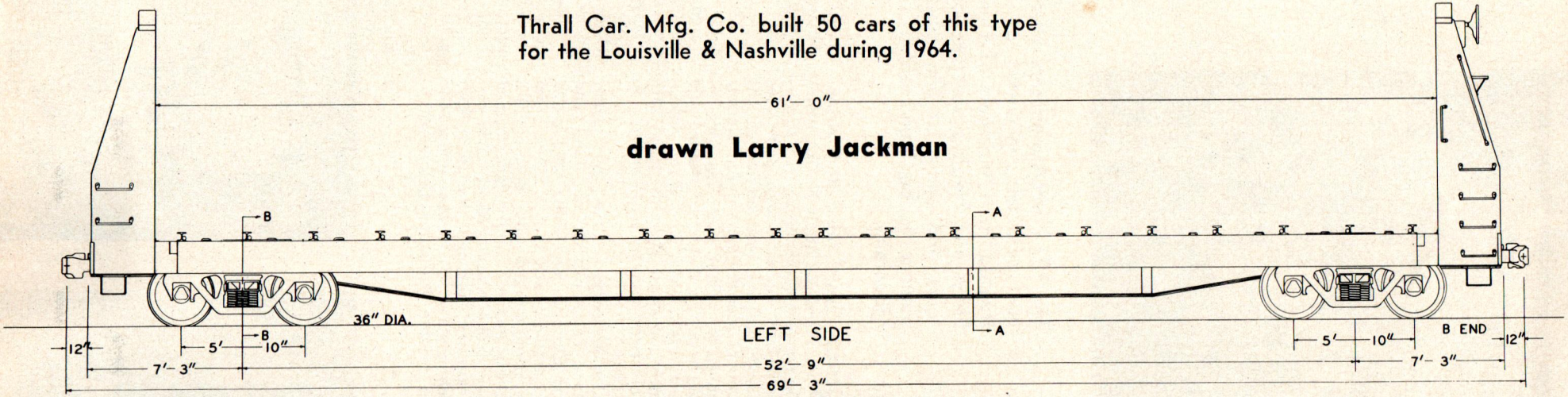
Andrew Kravic, 20-16 Seagirt Blvd., Far Rockaway 91, N. Y., pulled down 3rd place in a Northeastern Region contest some time back with this Long Island double deck MU on 0¼.

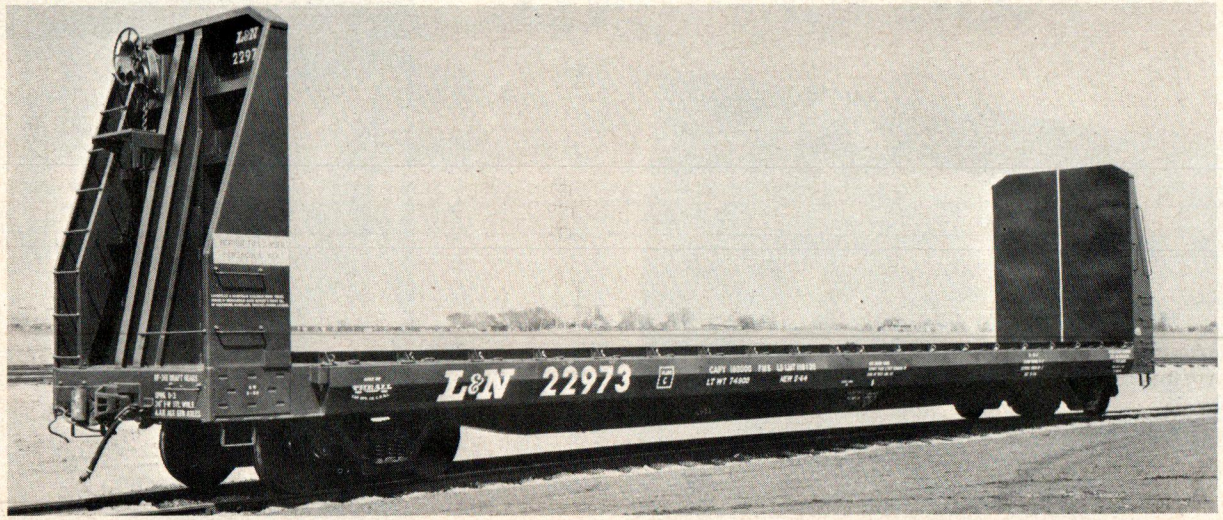


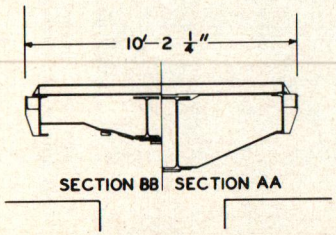
61 Ft. Bulkhead Car with 90 Ton Trucks— 1964 L&N

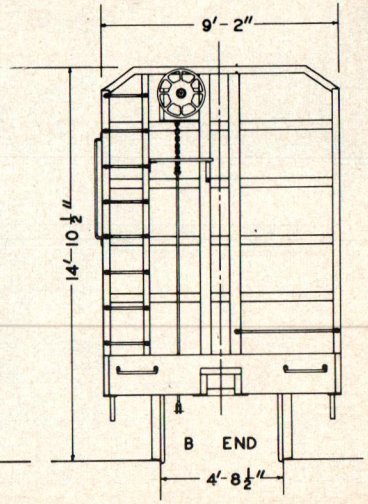
Thrall Car. Mfg. Co. built 50 cars of this type for the Louisville & Nashville during 1964.

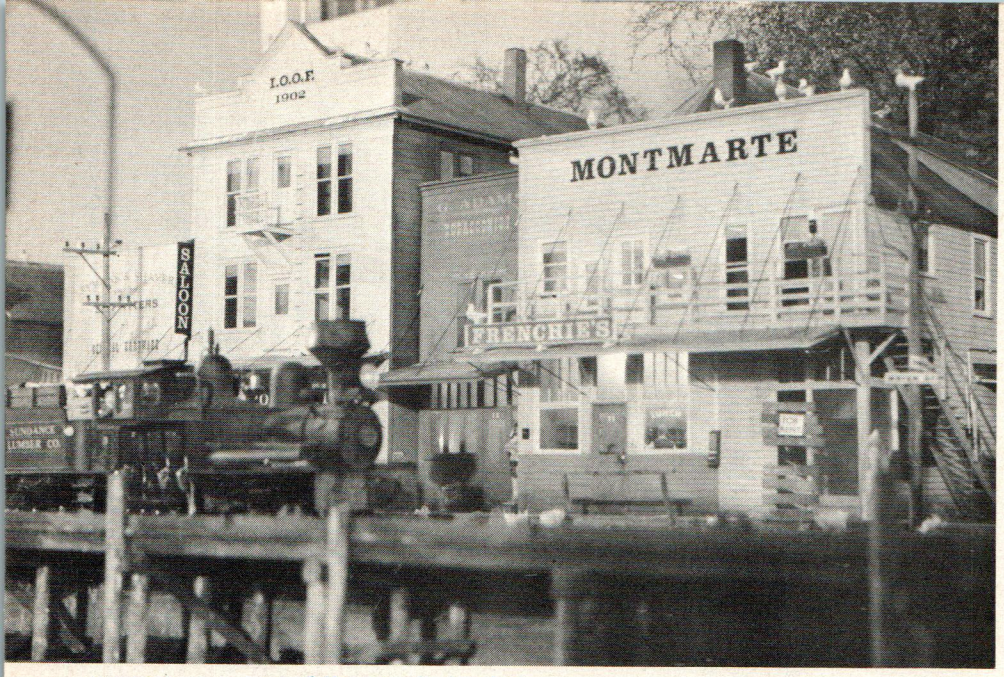
drawn Larry Jackman



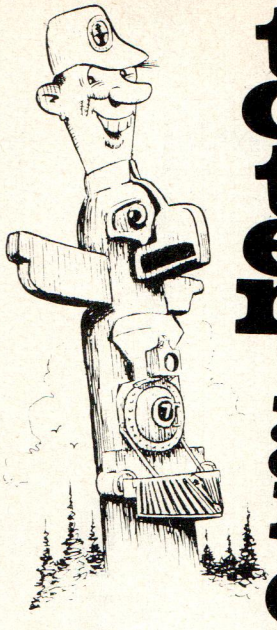






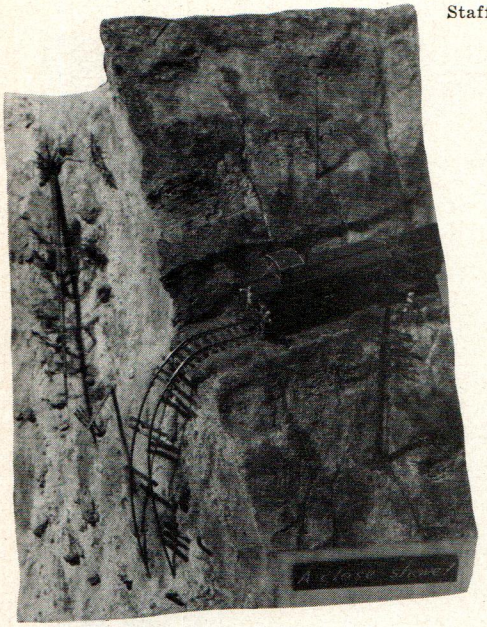


Armitage town, part of Kemtron display, had On3 spur running down waterfront.



totemland

Staff Photos



Bob Gardner, Lethbridge, Alberta, modeled this unique landslide diorama for model contest.

The 937 NMRA members attending the 30th annual national convention of the NMRA were treated to a trainload of clinics, narrow gauge Shays and Heislers, steeplecabs, contests, layout tours and some of the most spectacular rail scenery to be found either side of the Rocky Mountains.

NMRA's genial prexy Bob Brinkman and 936 other NMRA members converged on the Hotel Vancouver in late August to take in the 30th annual national convention of the National Model Railroad Association. Convention Chairman Doc W. A. "Bill" Doe and his committee did their work well. The 30th. Attendence surpassed even the 1960 25th anniversary convention attendance in Chicago.

Conventioners came by every means of transportation. Paul and Amy Shimada and their tour group had arrived back in the States from Japan only a few days before. Paul Mallery and his family had steamed down from Alaska. Many rode the Dreamliner through the Canadian Rockies while others were aboard the two private Pullmans belonging to Jack Ferris. Lone Eagle and Lethia Payne drove in from Ohio. RMC's Hal and Phyllis Carstens beat deadlines via Air Canada.

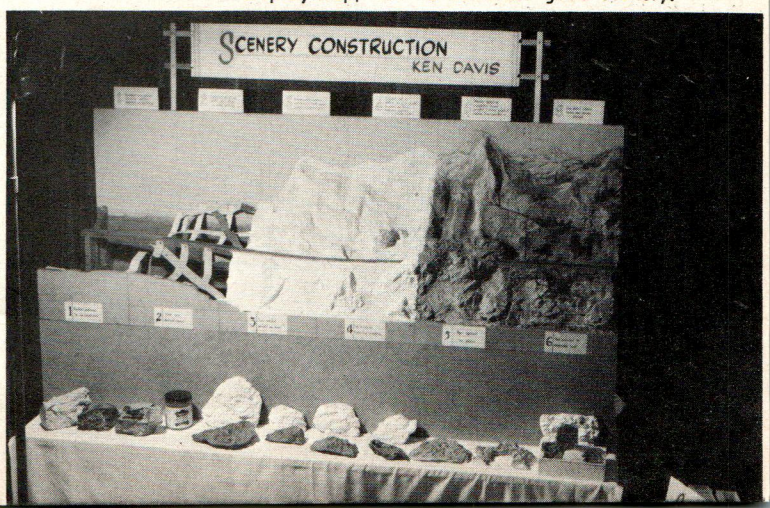
As in recent years, clinics on a wide variety of subjects were a featured event with 14 different subjects including Paul Mallery on Colorful Operation, Jock Oliphant on the Fine Points of Scratchbuilding, Building With Styrene by Al Armitage, and Color & The Model Railroad by Jack Work.

Displays of modeling techniques, collections of private owner boxcars, passes, and special displays by manufacturers also enlivened the exhibit hall.

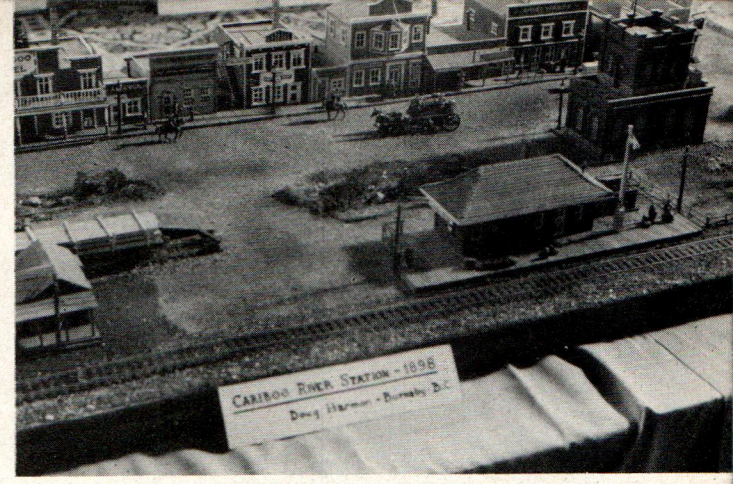
The models both in and out of competition were superb. Noticeable was a trend towards the new long

Bill Ryan and Art Finlan manned the Pacific Fast Mail display; announced new items.

Ken Davis' display showed materials used and step-by-step, how to construct good scenery.



Models, layouts, and commercial displays were among the exhibits seen by the conventioners.



Doug Harmon's Cariboo River Station, 1898 was among models attracting attention.

freight cars of all types, and the types, and the entry of three scale 2⅛" standard gauge cars in the model contest.

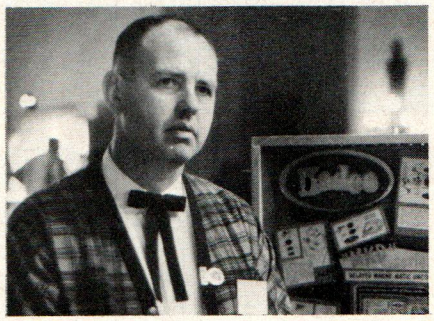
The diorama contest which required entry of a model having at least 100 scale ft. of track drew an entry from Karl Busch measuring one inch of track in a valley with a tiny blob representing the train!

The Puget Sound Club entered a special operating diorama that was a symphony of color, smooth operation and sychronized sound coming from the loco tender, all in HO. Another model by Al Armitage, of Kemtron, reproduced an old western waterfront village complete with buildings, wharf, and On3 trackage and a gorgeous Shay which we gather will become available to modelers in kit form one of these days. Even the interiors of the styrene buildings were completely detailed, down to hallways, pool tables and special rugs crocheted by Al's wife.

With modelers such as John Allen, Jock Oliphant, Jack Work, Al Armitage, and others of equal talent present, those attending were treated to a vast array of miniatures. One anecdote made the rounds regarding a modeler who showed a better than average scratch built model to Jock Oliphant but who after seeing Oliphant's work, left and smashed his model to pieces in frustration. The top modelers advise patience and practice, plus use of the right tools and a keen eye towards the protype of the model you're building.

Other manufacturer displays included that of Champion Decals and owner Dick Meyer had some of the boys amazed at the manner in which proper decal application is actually invisable and highly flexible. A new Champ lettering guide is scheduled for early release and will be announced. . . . Pacific Fast Mail's Bill Ryan Jr., and Art Finlan displayed a full complement of PFM brass locos, along with previews of a few things to come. . . . From the West Coast came Ted Hollow of Balboa, just in from Japan, and Dick Truesdale of West Side Models. Also Keith and Dale Edwards of Kadee, and the George Hooks, of Central Valley. George showed us a sample of his new CV-4 wheel which is a finer scale adaptation of the RP-25 wheel, considerably narrower, and which is now undergoing testing. George feels strongly that the trend will go slowly towards ever closer emulation of the protype. A number of fine scale models plus an operating ¼AAR pike seemed to bare out this concept. . . . Many other displays were on hand, not all manned.

Tours of model pikes and area railfan sights were popular. Layouts including a number of excellent HO

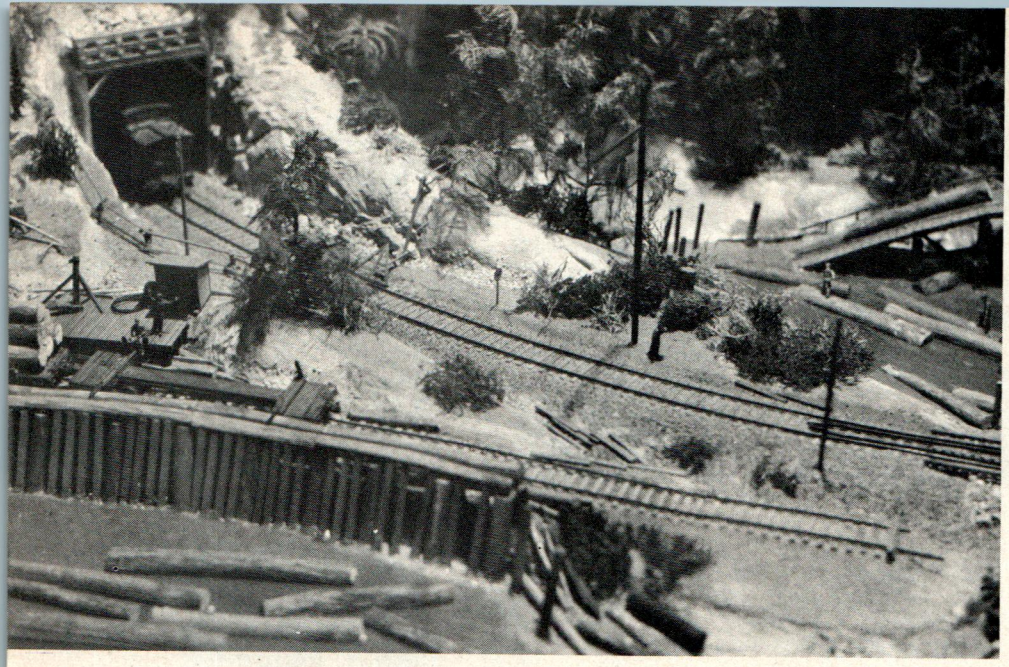


Leo Campbell, Campbell Scale Models, another California Hobo who took in the BC convention.

After a 132 mile run up the spectacular Fraser River Canyon, a box lunch for all at Boston Bar.

We can't tell 'em apart either. Meet Keith and Dale Edwards, producers of Kadee couplers.

Model contest display with many models built from magazine plans including RMC.



Photos fail to do justice to superb diorama in synchronized sound, color, and exquisite modeling found in display of Puget Sound Club.

George Hook and the missus, of Central Valley, during a discourse on wheel flange trends in HO.

Raillette Phyllis Carstens learning first hand that orange painted steeplecabs are rather nice. Many wives enjoy model railroading with their husbands and take in NMRA activities eagerly.

and O private and club pikes, a superb 8x35 ft. Marklin HO pike with overhead catenary, and a delightful O gauge replica of the British Columbia Electric as it was, marred perhaps only by the obvious presence of double unit North Shore and South Shore trains at times.

Another tour covered Vancouver's first steam loco, CPR 4-4-0 No. 374, and CPR 4-6-4 No. 2860, plus a view of operating steeplecab electrics, the last remnant of the once great British Columbia Electric interurban.

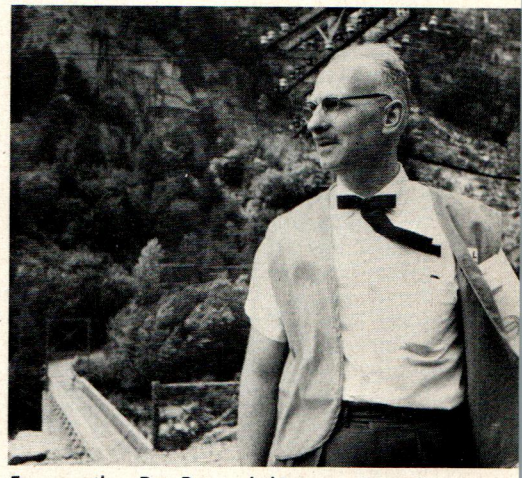
Saturday's fantrip via Canadian National some 132 miles up the spectacular Fraser River Canyon carried 750 fans in 15 cars behind three diesel units in the CN's new red, white, and black color scheme.

The 1965 Craftsman Trophy was won by Bill Coffey, 592 Bear Creek Road, Boulder Creek, Calif., for a beautiful Car Building Shop in On3. It's the first time the award has gone to California and it marks the second narrow gauge award.

NMRA gave two Distinguished Service Awards this year, the first to Whit Towers of Los Angeles, and the second to pioneer modeler and manufacturer Edwin P. Alexander of Yardley, Pa., whose efforts in the early '30s did much to get model railroading established commercially.

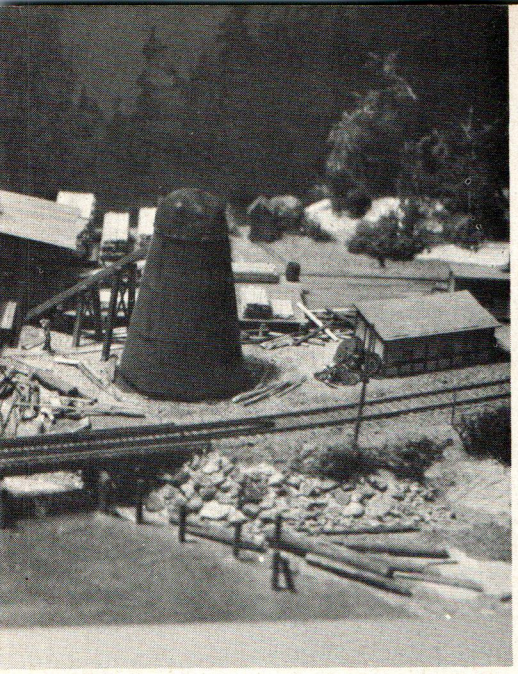
NMRA's Board of Trustees also made a special 30th Anniversary Award to Al Kalmbach for his many services to the association.

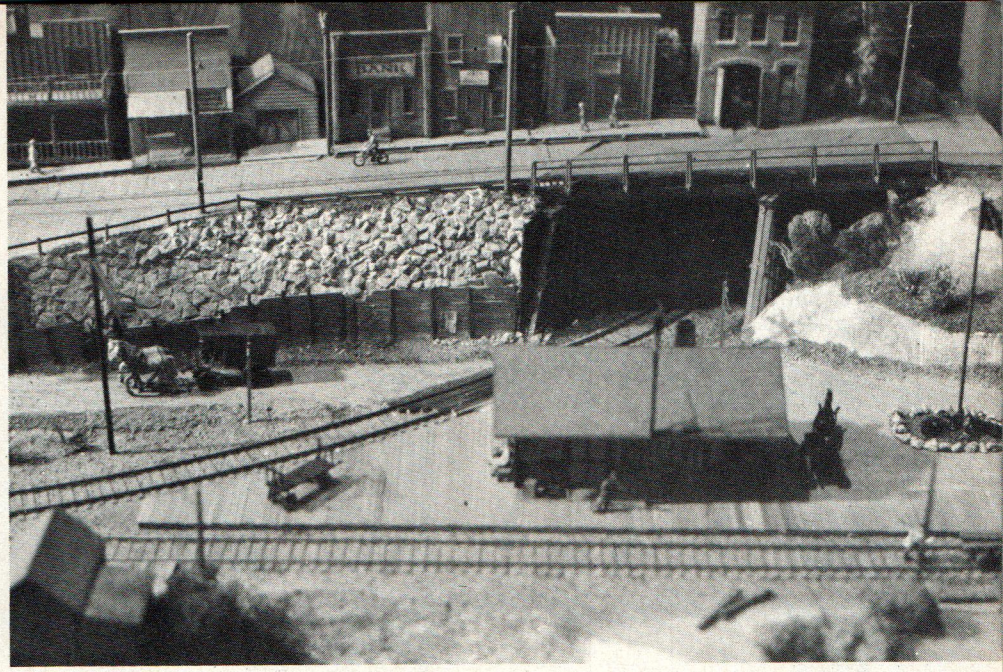
Many of the Railettes passed up special events planned for them and took in the regular railroad activities which bodes well for future expansion of many model pikes. . . . Vancouver's brewery strike created few problems. . . . Sunday morning's business meeting was run through expeditiously. All in all, one of the best NMRA shindigs yet held according to those who attended.



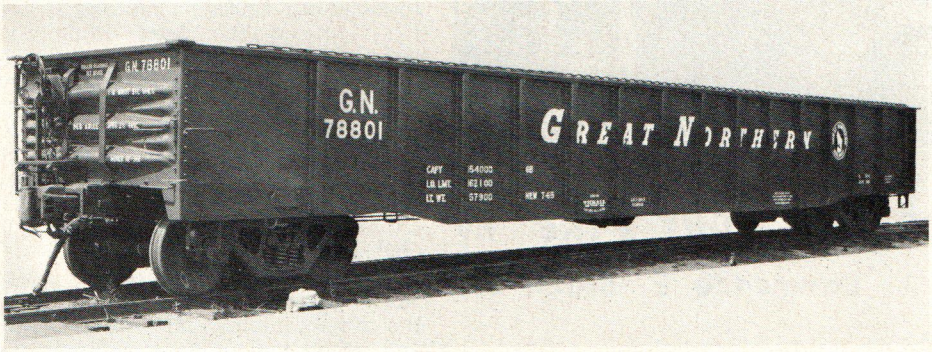
For months, Dr. Doe and his committee labored hard so that the convention would run smoothly.

What good's a fantrip without baggage cars for photo fans, chatting, or just drinking coffee?

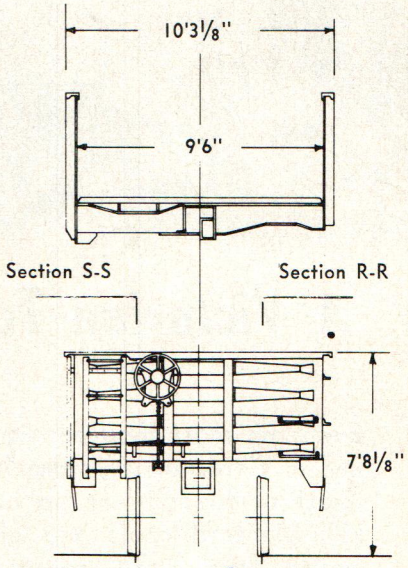


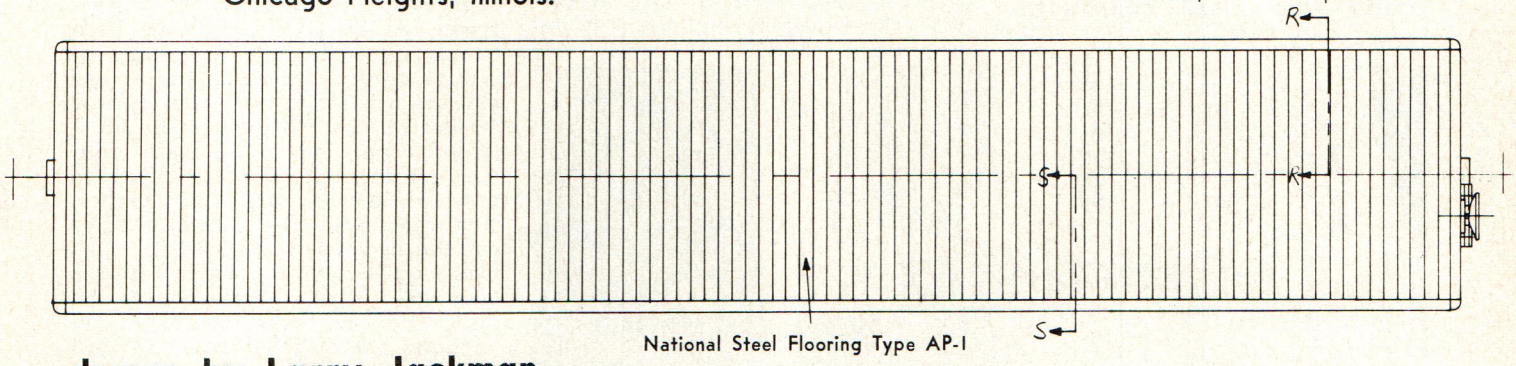


52'6" 70 Ton Gondola—1965 Great Northern

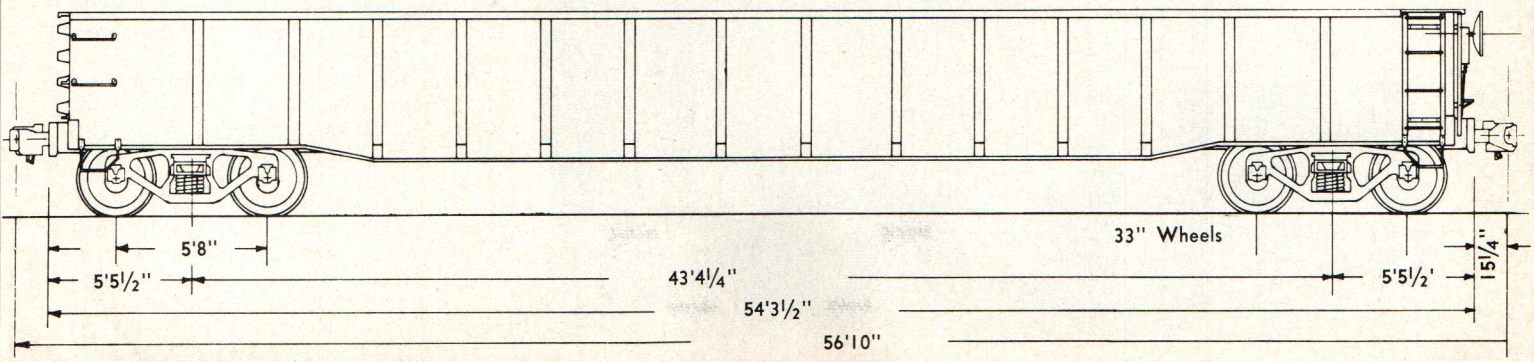


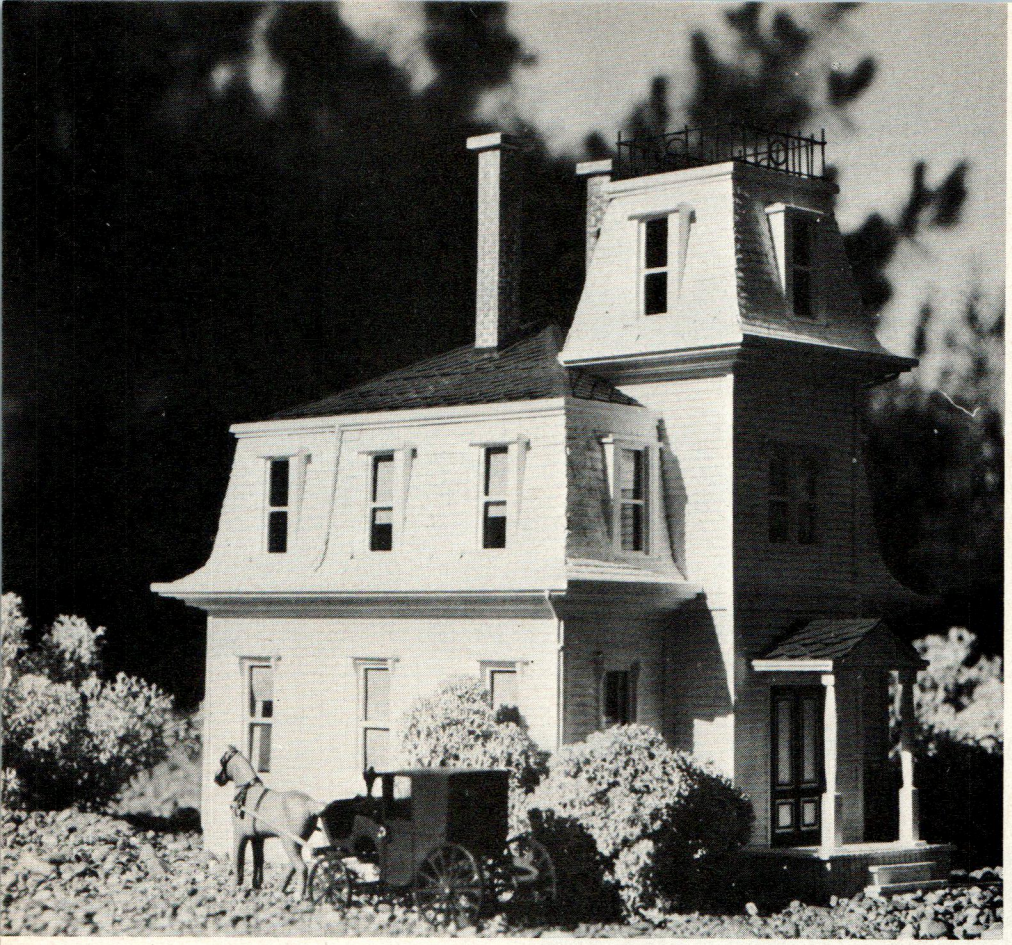
Great Northern operates a fleet of these modern 70 ton steel gondolas built by Thrall Car. Mfg. Chicago Heights, Illinois.





drawn by Larry Jackman





A Victorian Touch For Your Pike by Lawrence E. Black Jr.

Even the most modern pike can use a Victorian structure in the heart of the city or up on the hill. Mansard roofs and gingerbread trim make construction interesting.

The Oliver Mansion, built by the leading citizen of HO Columbus, Mr. John Oliver, president of the local locomotive works. Its a model that looks well on any type of scale model layout.

MANY examples of Gay 90's architecture remain throughout the country today Some have been well maintained, but most have fallen into disreputable versions of their former proud states. Almost every section of the U.S. and Canada had its local brand of architectural art, from Cape Cod and Georgian in the East to Spanish Rococo in the West. But no style was as universal as Victorian. Perhaps this is because the gingerbread monstrosities of the 90's weren't original at all. They were nightmarish adaptions of what had come before them. Some were genuinely beautiful, most were not. But they covered the whole continent like a plague. Yet, in our quest for things prototypical most model rails omit Victorian mansions completely. It's pretty inconsistent, isn't it? Particularly when "gingerbread" just isn't that hard to make.

Columbus, the principal city served by my Central Indiana Railroad, has an excellent example of the Victorian style in The Oliver Mansion. Mr. John Oliver, the town's leading citizen, founded our leading bank and is also President of the local locomotive works. Because Mrs. Oliver was originally from San Francisco, the home he built for her as a wedding present was a Midwestern adaption of the Barbary Coast Gothic style found in her native city. They are generously sharing their plan with us so that we all may add a Victorian touch to our layouts.

The first floor is routine. Use Northeastern lapstreak siding. Take the measurements right off the plans and pencil the windows right on the wood. Both sides are the same, rear windows are directly opposite those in front, and the back door is right behind the front entrance. It is the same height as the front but 6" narrower. A lot of models have been ruined by poor knife techniques so always use a sharp blade and a steel ruler as a guide to keep your cutting strokes straight. Use nice soft knife strokes over and over again until you cut through. Dont' ever try to butcher basswood with one big slice. You want to cut it—not bend it. Now, cut the openings. Use 1/32" x 1/16" bass stripwood for the window frames and 1/32" square stripwood for the sash. The caps over the doors and windows are made of 1/32" x 1/16" stock so it is 1/32" wider than each side of the window. Lay these in over the openings and top them off with some 1/32" square material the same width as the window.

Assemble the front, sides, and rear walls next. You should bevel the ends before gluing them together. This will make a much neater corner. Brace the insides of the corners with ⅛" square stripwood. Some people paint their models after they're finished but I like to paint each sub-assembly. I find that it breaks the monotony of the knife work. You may want to paint the first floor assembly now or

John Oliver, Esq., poses for the photographer on the stoop before leaving for the locomotive works. Many houses such as this still exist, adorned with TV antennas, modern additions, air conditioners, and a host of other detail. Northeastern wood is basic material.

go on to the second story. I used flat white on the house with a bright green roof and front door panels.

Now comes the real fun. The Mansard second floor is a bit different but not too tough. First, marks where the tower goes over the front wall of the ground floor so you won't cover this area as you build up the eaves. The first step on the eave is to install 1/16" angle stock along the top of the wall. Mount it flush with the top and turn the angle *outward*. Then glue 1/16" x 1/8" material on top of the angle so that it sticks out 1/16" past the outside edge of the angle. Build one more tier upward and outward using 1/16" angle and 1/16" x 1/8" stripwood again. Use the photos and plans to help you. Remember not to build over the front area where the tower goes.

Next, cut the second floor out of 1/32" thick basswood siding. Measure so it will lay right in over the first of the two steps formed by the eaves. Cut the floor out behind the tower area in front, just enough to allow the tower walls to clear it when you add them later. Using tracing paper, make a template of the second story walls. Trace the angle of the walls straight down. Don't worry about the curved section into the eaves. We'll take care of it later with a fillet. Also, lay out the window openings taking the measurements from the plans. Use plain 1/16" thick basswood sheet for the walls. Cut them out including the window openings and you'll be ready to begin assembling the top floor.

Bevel the ends of the wall pieces as you did the first story and glue them together on a flat surface. Now glue the whole assembly on the second floor making sure you have it centered all the way around. Next, let's frame the windows. Starting them is the tricky part. Cut some 1/16" x 1/4" stripwood the same height as the window openings. Make enough pieces to line each side of every window. Glue them on the side of every opening, making sure that they are straight up and down. The Mansard wall itself is slanted, but these pieces should be vertical because they form the side walls of each gable. After the glue has set up real well, go ahead and frame the windows using the same stripwood sizes and techniques you used on the first floor windows. Cap them with 1/32" x 1/8" stock first, then with 1/32" x 3/32" material cut a little shorter.

Now, you're ready for the curved fillet. This can be done several ways: you can carve it out of balsa or basswood; it can be built up with several pieces of 1/32" thick stripwood of varying widths; or you can bend a piece of cardboard into a slight curve and glue it in. It doesn't support any weight so what you use is not as important as building it accurately. Make a template right off the plans to help you. When the fillet is complete, you're ready for the final sheathing on the second story.

Mr. and Mrs. Oliver used cedar shingles on their home and we Model Rails have several ways to create this effect on our models. There are building papers and embossed sheets available from several manufacturers. Shingles can be cut from light card stock or thin styrene sheet. I used real cedar shingles made from cigar wrappers. They do require more patience, but it isn't difficult to do it this way and none of the other materials mentioned can match the appearance of the real stuff. If you elect to make your own shingles, cut them in 12 scale inches wide strips and lay each course so 4 scale inches show. Work carefully and keep the corners neat. Use glue sparingly so it doesn't squeeze out between the various shingle courses. When the shingle job is finished you're ready for painting.

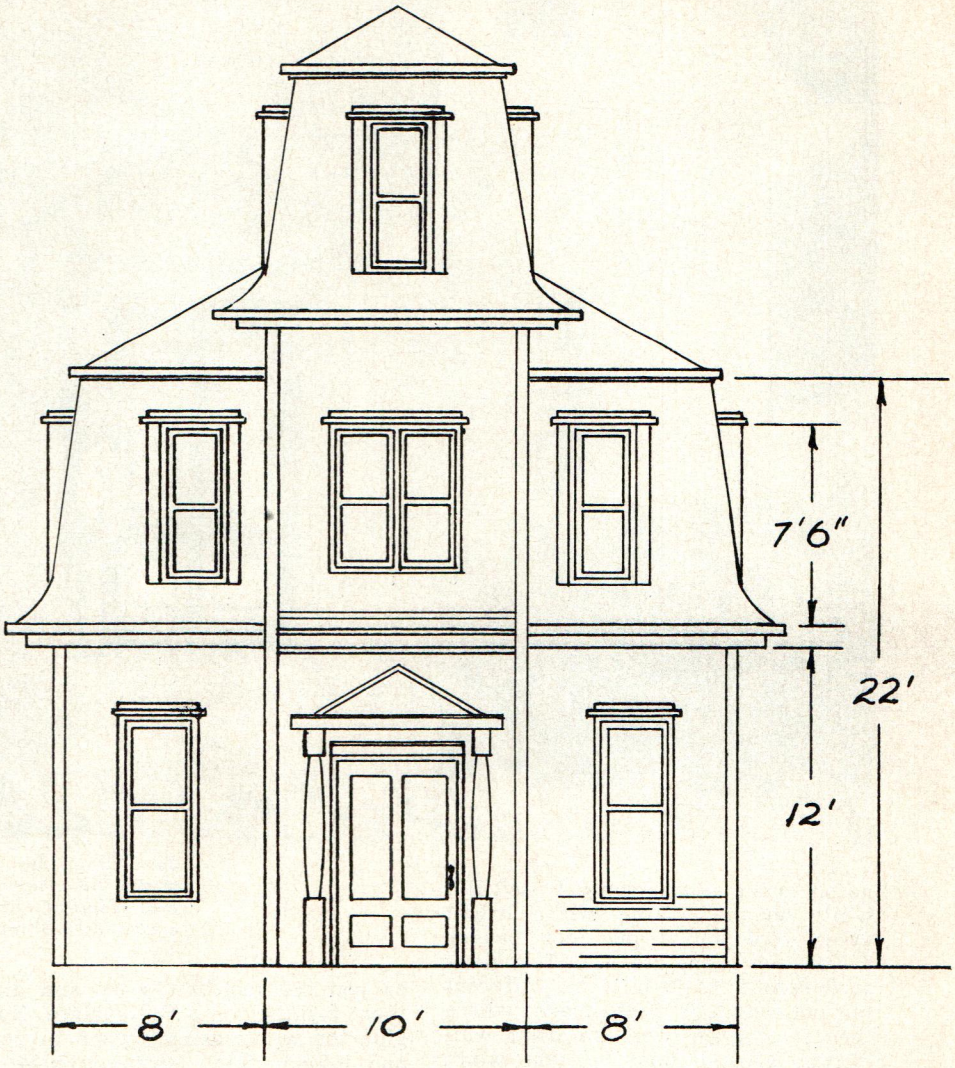
Even if you don't normally paint as you go along, it would be a good idea to paint the windows at least; then install the glass and window shades. Use celluloid for glass and light grocery sack paper for shades. At the bottom edge of the shades fold the paper up about 1/64", creasing it lightly with a metal rule to form the reinforcing bar which is present on all window shades. Glue them in place and see if they don't jazz up your windows. Now you're ready for the roof.

Mark four isosceles triangles on 1/32" thick sheet stock. The base is a scale 25 feet wide and the equal sides are 19 scale feet long. These four pieces form the roof panel. Glue them in place. It is okay to use lots of glue in this operation because the panels will be covered with shingles anyway. The panels don't need interior bracing. They aren't large and they brace each other real well.

The tower goes on next. Make it out of Northeastern lapstreak siding. Measure direct from the plans for the door and window openings and proceed exactly as you did on the first floor. The eaves and Mansard top are built the same way as the second story. Add the celluloid windows now because you won't be able to get at the inside of the tower after the roof is on. You can make the roof as shown on the plans or build the widow's peak shown in the photographs. The first way is easier but the second method adds an interesting bit of detail which is very effective on the completed model. If you choose to use the widow's peak just top off the Mansard with a piece of 1/32" x 1/16" scribed siding to form the floor. The railing will be discussed later.

Now let's work on the trim and extra details. Use Northeastern's 3/64" angle stock for the corner trim on the first floor and the tower. The same material goes on as inside corner trim where the tower joins the first floor. The waist trim over the front door on the tower can be made two ways. Either use three pieces of 1/32" x 1/64" stripwood as shown on the plans or two pieces of 1/16" x 1/64" stripwood as shown in the photos. The 1/64" thickness is made by sanding 1/32" thick stripwood down to the desired dimension. Make the Mansard and roof troughs out of 1/16" Zee material. Mount it right on the edge of the top step you formed in building the eaves originally. Fashion the downspouts out of 1/32" diameter brass or copper wire and make the mounting straps out of paper.

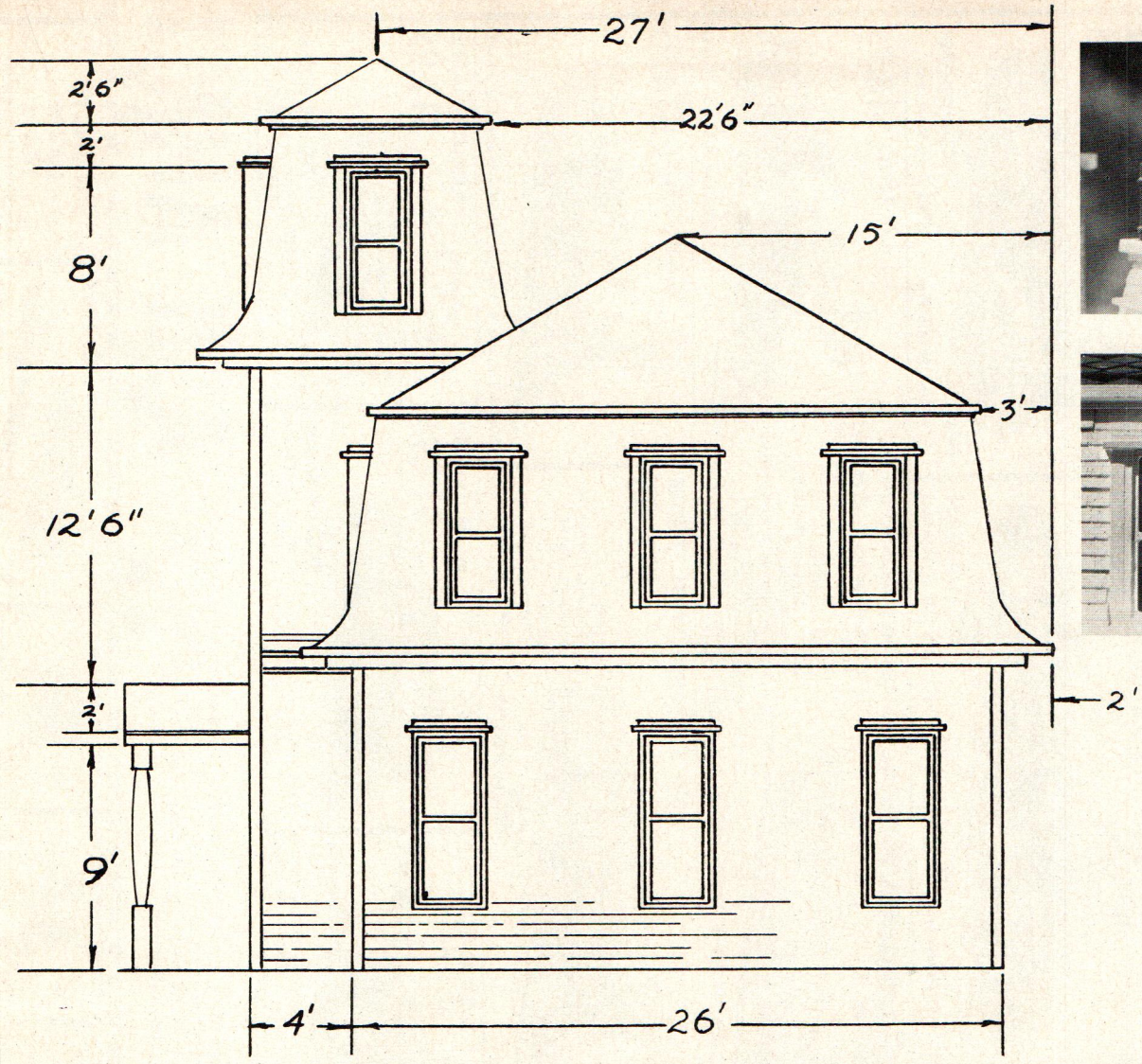
The front door is made of 1/32" basswood siding. The side, top, and middle trim panels are fashioned from 1/16" x 3/32" stock. A lot of otherwise well-built models are spoiled because the builder goes this far on his doors and then stops. Did you ever see a real door with panels 2½ or 2 inches thick? No? Then why do it on a model? Glue sandpaper to a small block of wood—about two inches square is fine. Then lightly tack the door on a flat surface, face up, with glue. Now sand the panels down so they are 1/64" thick. Use light even strokes and you'll have them down to scale thickness in no time at all. Blow out the saw dust and see how much better it looks. You can fish it off your work surface by carefully breaking your tack joints with a single edge razor blade. There are a couple of other ways to gussie up doors on your structures. One is by adding accent strips as shown in the photos. These are made by splitting 1/32" square stripwood down to 1/64" square strips and gluing them in place. The other method entails adding a full panel inside each of the four rectangles formed by the trim panels. Each should be cut to allow a 1/64" spacing around the sides and ends. Again, sand them down to 1/64" thicknesses with your sanding block. The back door is made the same way as the front. Use small brass pins for door knobs.

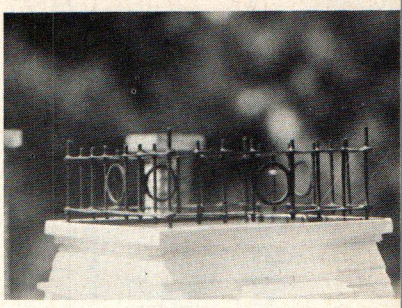


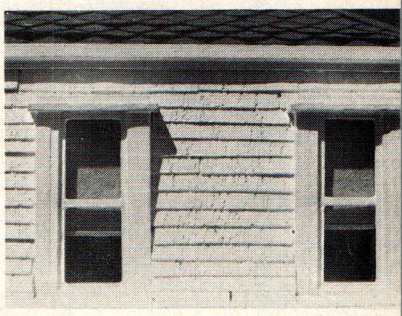
The plans don't show a foundation because there are several ways to build it. The Oliver House has an open foundation sheathed with vertical boards. If you want to do it this way, use 1/32" thick x 1/16" scribed siding cut a scale two feet high. You might also make a lattice grid out of 1/32" x 1/64" stripwood. This was used frequently in the South, further North, stone foundations were very common on Victorian houses; several manufacturers supply good facsimilies of stone. It can also be carved out of balsa with a wood burner or carved out of plaster. A brick foundation would also be proper. Your hobby shop should have some of the embossed or printed brick materials which are available. If you elect to have a basement on your model, don't forget to add a couple of windows on each side and an outside cellar door. The latter is a real good touch seldom seen on a model railroad.

The floor of the front porch is made of 1/32" thick x 1/16" scribed siding cut a scale seven feet by eleven feet wide. Carve the two posts out of 3/32" square basswood. Measure the base and top, right off the plans. You can also get the porch ceiling dimensions from the plans. Make it out of 1/16" thick sheet material and trim it with 1/32" x 1/64" stripwood laid flush with the top edge. Glue it to the face of the tower and the posts. Make sure everything is straight before the glue sets up. Cut the gable face and the porch roof out of 1/32" thick sheet stock and install them.

The roof shingles go on next. They're cut from 6/0 sandpaper with pinking shears. If you want your home to be as happy as the Oliver's has been, buy your own—don't borrow your wife's shears. Sandpaper will clobber the edge of a pair of scissors so they can't handle cloth. You can get pinking shears at the local dimestore for less than two dollars and they'll last long enough to cut all the shingles you'll ever need. Start off the first course with a straight edged strip. Then cut a strip with the pinking shears and lay it on right down to the edge. Now, work on up, strip by strip until the job is finished. Polish off the ridge







edges with a straight strip 1/16" wide and paint the roof.

The chimneys are made of ¼" square balsa stripwood. They are 1⅝" long, but don't cut them yet. Instead, mark off a piece about three inches long and sand it well. Now give it two coats of Floquil's Caboose Red. Let it dry thoroughly. Then take a wood burning tool and touch it lightly and quickly across the grain to form the mortar joints. The lines should be 1/32" apart. Make them match all the way around. Then mark the edges of the brick the same way. This requires a real quick touch and a steady hand because it's easy to burn it too wide if you aren't careful. Then paint the whole strip with Floquil White paint. Give it one coat only. After it dries, sand the whole strip carefully. The white will come off the red undercoat leaving the mortar joints white. Cut the chimney apart now. Slant the bottom 30° so they will stand straight. They're located eight feet apart and in the center of the side roof panels. Before gluing them in place, shove a pin into the bottom head first. Glue the pins so they will hold fast. Then glue the chimneys on. The pins brace them. Make the flashings out of black paper. They will also help brace the chimneys. The caps are made of 1/16" square stripwood glued around the top and painted light gray.

Finish up the painting and you're all finished unless you want to make the railing for the widow's walk. You'll need 3/16" O.D. brass tubing, shim brass, and brass handrail wire. Cut eight strips 3/64" wide and 1¼" long. Stack them one on top of the other and sweat solder them together. With your scriber, mark the center line ⅝" from the end. Then put a slight punch mark 7/64" on either side. Use a straight pin as a center punch. It'll help you get your drill started. There are three more holes on either side. All are spaced ⅛" apart going out from the first two punch marks. Now drill eight holes with a No. 76 drill and take the strips apart with your soldering iron. Snip the ends of the strips off 1/32" past the outside holes. Cut four rings 1/32" thick off the brass tubing with a razor saw. Then file them down to a 1/64" thickness. Cut eight pieces of handrail wire ½" long. Solder them to the edge of the rings so they are on opposite sides of the rings and parallel with each other. It helps to have a pet octupus to aid you on this assembly, but in lieu of that you can pin them down on a block of hard wood to keep the three pieces in place while you are soldering them. Next, pin two strips down parellel with each other and ¼" apart. Insert the ring sub-assemblies in the two center holes with the ring centered between the strips. Cut four more pieces of wire ½" long and put them in the next two holes outward on either side. This leaves the end holes still open. A few more pins and a lot of praying will keep this whole mess in place while you solder it. Repeat this assembly three more times. Now is a good time to clean the excess solder off and snip the rods so they are 1/16" longer than the railing top and bottom. For the final assembly, cut four more pieces of wire ⅝" long. Draw a 1 1/16" square on a block of wood and drill No. 76 holes in each corner. Place the 5/82" rods in the holes and lay all four side assemblies in place using the remaining holes at the ends of the railings. Then touch the corners quickly with your soldering iron to tack them in place. Snip the corners ⅛" higher than the top rail but leave the other end longer. Drill corner holes in the tower platform and glue the railing in place. Paint it flat black for a wrought iron effect.

All finished? No, not quite. Call up your modeling friends for a house warming and show them how you used brass, balsa, bass and sandpaper to "bake" gingerbread.

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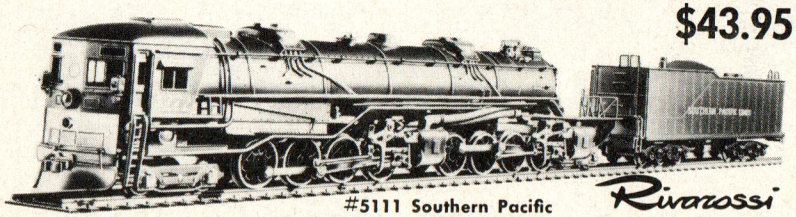

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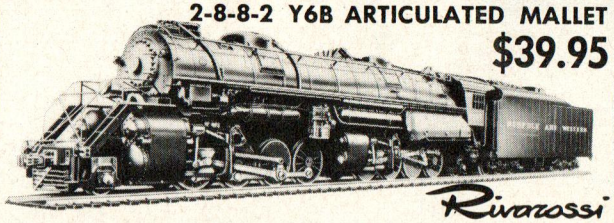

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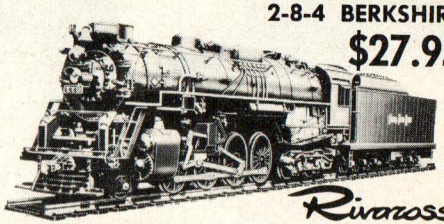

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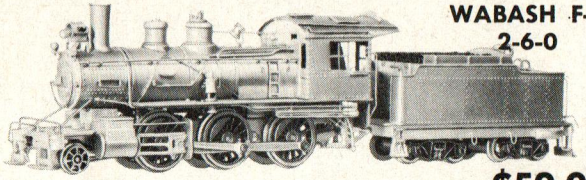

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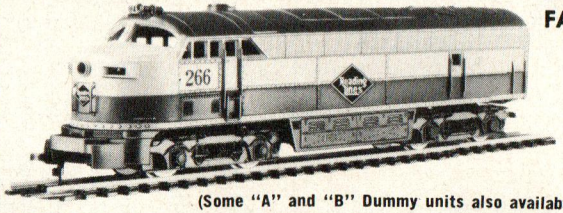

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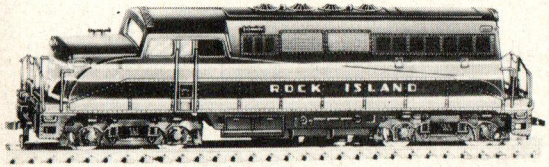

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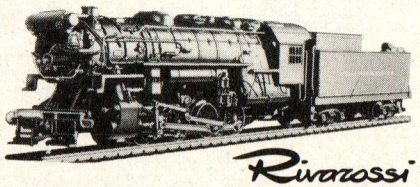

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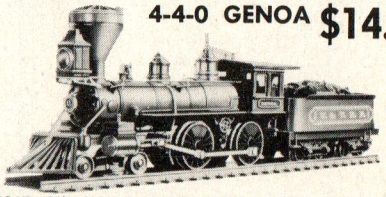

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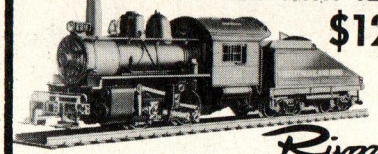

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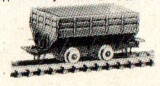

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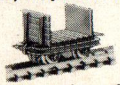

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S 9—8th Army
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Weighting The Brass Loco

by James S. Webb

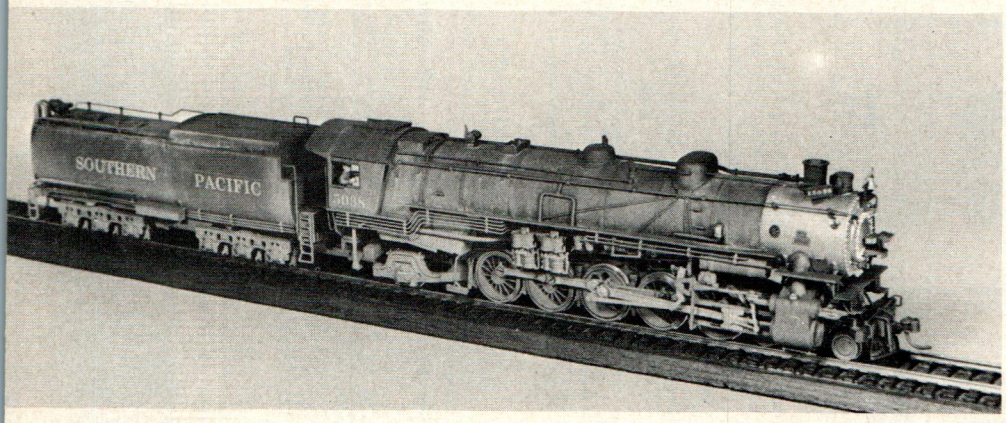
Imported brass locos usually come without extra weighting because it would add to shipping costs and result in increased shipping damage. Get better operation by adding weight to your own locos.

WHY should we put more weight in our expensive, brass locomotives? True, they are only models but as model railroaders, we expect them to work and perform as realistically as possible. A smooth running loco is the dream of every modeler. We expect performance.

To my way of thinking, a model 4-8-4 should be able to pull 40-50 cars, just as its prototype might pull 80-100 cars in a single train. Consolidations and Mikados should be able to haul 20 cars, compared with the 40 or 50 their prototypes could handle. Sadly, many model locos find 15 cars a real chore on the flat and an impossibility on a grade. There's a good and simple reason why this is so and any average modeler can remedy the problem with minimal effort.

To keep shipping costs down on the 10,000 ocean voyage, locos are shipped without any extra weights packed inside (except in rare cases). Deletion of the weight also cuts down in transit damage that could result from locos weighing twice as much. So we get the locos weight-free.

I realize that long trains aren't operated on small layouts but it is comforting to know that your engines can walk up steep grades or make a run around the club pike as they were designed to do. There is no excuse for Consolidations being unable to haul 5 cars up a 2.5% grade, yet I've seen it happen. We must add weight.



Max Gray 4-10-2 with the addition of a new weight and husky Pittman DC-71B motor develops three times the original tractive effort.

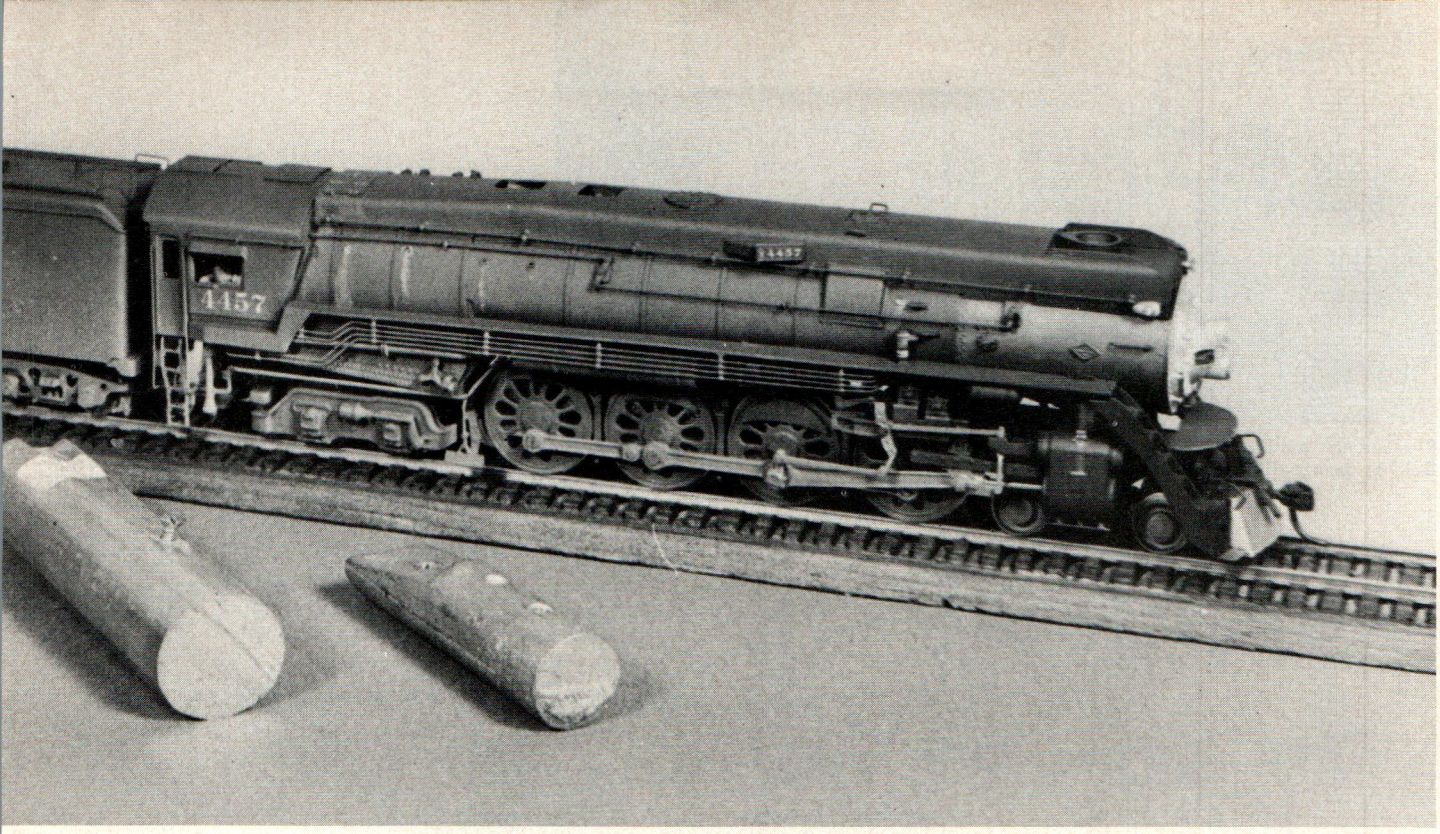
With more than the original weight, locomotives are much better able to stay on the track and get around the curves for which they were designed (I am speaking here of the larger engines which are advertised "24 inches minimum radius".) More weight makes the springs function keeping all drivers on the rails at all time giving far more tractive effort. Springs on most stock models (engines and cars alike) do little or nothing of the job they were put there to do.

There are two methods of adding weight to boilers. One is pouring the boiler full of either lead or Cerro-Safe. I am not in favor of this method for the following reasons. Cerro-Safe is too expensive for the average modeler to consider. It is good for small, specialty jobs but not for pouring into boilers. Cerro-Safe, with its extremely low boiling point, could be removed if necessary. Lead poured into a boiler could NEVER be removed. Pouring the boiler full of hot lead could cause solder joints to weaken or come apart. With a brass shell full of cold lead, it would be impossible to re-solder a fitting which has loosened or come off. Painting without damaging a ladder or handrail would be difficult. It is almost impossible to remove any of the lead once it has been poured in except by grinding or drilling. At best, this is a poor answer to the problem of adding weight.

Casting a removable weight is the better solution to the adding of weight to locomotives. Removing the weight allows for easy handling of the engine for painting and enables soldering to be done on the boiler with a minimum of heat. The weight can be shortened at either end should the engine be heavy in either end with the full length of lead in it.

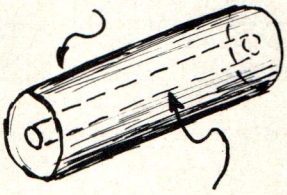
A mold for the weight is very easy to make: a six- or seven-inch-long piece of copper pipe, one inch in diameter is used. This is available from a plumber or at a plumbing supply house. Cut it in half lengthwise with a hack saw or a saber saw with a short stroke (less than one inch), using a metal cutting blade. The two halves are held together with six one-inch hose clamps which are available from any auto supply store. Aluminum foil roughly three by six inches is folded double and held over the end by the bottom clamp. I set the mold up on the garage floor and hold it steady by grasping the lowest clamp with vise grips or it can be put in a vise. I use lead from whatever source is available. Linotype slugs are excellent. Plumbers lead, shot, the weight which came in the locomotive are more good sources of lead.

I heat the lead on a single burner, electric hot plate, available for $1.00 or so. A lid from any large-mouthed jar is fine to use to melt the lead in, as long as it covers the elements of the hot plate burner. Bend a spout on one side of the lid and handle it with channel lock pliers when the lead has melted. Skim the surface of the molten lead with a screwdriver or an old paring knife to remove the dirt and other metal slag which will float on the surface of the lead. Make *sure* the clamps holding the mold together are tight and that the mold is sitting level on the floor. Pour the lead into the mold SLOWLY until it is full or you run out of lead. I usually make the weight as long as possible and cut it to length when fitting it into the engine. Do not touch the mold until you are sure the lead has hardened. When it has, grasp the mold with pliers and lay it on its side. If you are careful, the clamps can be removed and the lead removed from the mold. This will allow the mold to cool more quickly and allow you to make another weight as soon as the lead can melt. Put the hot weight in a cool corner and let it cool for an hour or so.



Photos by Ken Schutt

Max Gray Southern Pacific 4-8-4 with the original weight of 6 oz. and the new weight of 16 ozs. New weight made the normally stiff springs work as they should and doubled the tractive effort.



Brass tube cast into weight for loco wires

The bulges of solder inside the boiler shell must be smoothed out before the weight can be fitted to it. The bell bracket post, hand rail posts blobs of solder, etc. can all be ground down almost to the inside of the boiler. This is best done with a motor tool and a round grinding wheel but can also be done with a round or half-round file. In many of the Max Gray locos there is a weight support which must be demoved. Put a bit of flux on each end of the brace and with pressure on it, heat it carefully with a small torch or iron so as not to loosen any other solder joints. If any fittings should be loosened they can easily be resoldered, usually with less solder than some of the Japanese craftsmen are prone to use.

Judge the length the finished weight should be by holding the mechanism in front of the boiler in the exact position it would be if it were inside. Leave about ¼" clearance in front of the motor and be sure to allow for the smoke box front. Cut the weight to the approximate size with a hack saw and trim it to exact shape with a course file.

The lead weight must be reduced, in diameter until it fits snugly in the boiler. The easiest way is to turn it down on a lathe if you or a friend are lucky enough to own one or have access to one. Another way is to file it down. This requires a rough file and a lot of patience. I have used both a rough wood file and a file which auto-body men use when trimming body lead. The file is fastened down to the work bench and the weight is pushed back and forth on it. If you turn the weight as you file it, it will become rounded on all sides. This method takes me about 45 minutes to an hour for one weight. All of the filings and shavings can be melted down and used again.

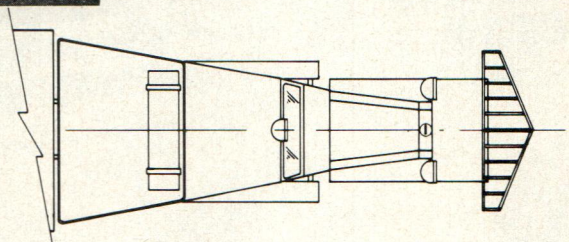
Place the weight in the boiler and mark it for a hole to clear the screw which holds the boiler to the mechanism and any other screws which must go through the boiler. Also mark the weight for the screw which will hold the weight in place. I drill and tap this hole for a 4-40 flathead machine screw ¼" long which is ideal for the job. Use plently of cutting oil on the drill and tap and go *slowly*. Incidentally, whenever drilling or tapping brass, zamac, or lead be sure to use plenty of cutting oil or wax. A small can is obtainable from a hardware store. In the absence of either of these use any oil or kerosene as a lubricant. Your job will go easier and your tools will stay sharper and last longer. Lead is especially difficult to drill and tap without breaking the tools.

File notches in the weight to allow plenty of clearance for the gear box and flex drive from the motor. If your engine has a headlight allow more clearance for the smoke box front. A small brass tube can be cast into the center of the weight for the wire (see fig 1.) or the weight could be grooved along the bottom or side to provide clearance for it.

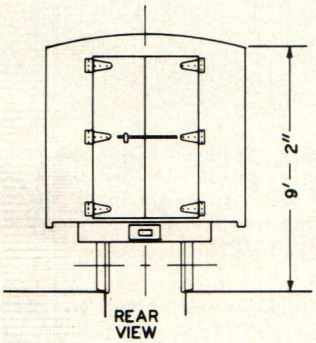
Test the engine for balance with the weight in place. If it is heavy in either end, remove some of the weight from the appropriate end. This is very important as far as wear and good tracking of the engine is concerned. I have fixed us a short section of Tru-Scale track and found the exact center of it. Using this as a fulcrum I place the engine with the weight in it on the track. (I leave the leading and trailing trucks off for this test). With the drivers placed exactly over the fulcrum it is easy to see how much lead to remove. By moving the engine forwards or backwards until it balances and removing an equivalent length of lead as the distance moved from the center of the drivers the correct length of weight can be reached. For example, if on a 10 drivered engine, you found it to balance ½" ahead of the axle of the #3 driver simply remove ½" from the front of the weight. This will bring the center of balance over the #3 driver where it should be. Be sure the drivers slip on one amp or so. If they don't, reduce the size of the weight further until they do. Most Japanese motors run hotter and on more amps than American made motors do, so allow for this.

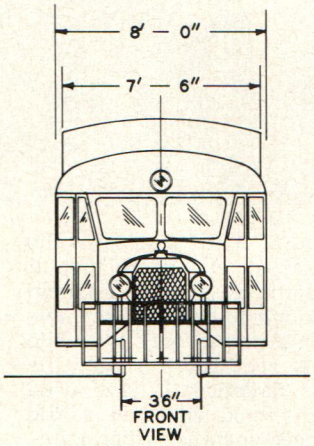
I think you will find that a properly weighted engine will run smoother and quieter than one with the original weight. I know it will perform better.

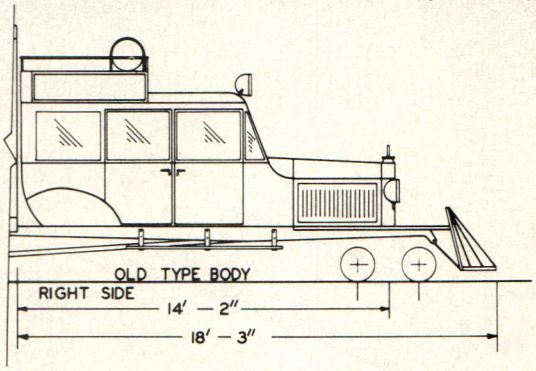
Rio Grande Southern Galloping Goose No. 2 snapped at Durango, Col., on June 4, 1940. Lettering changed somewhat through the years.



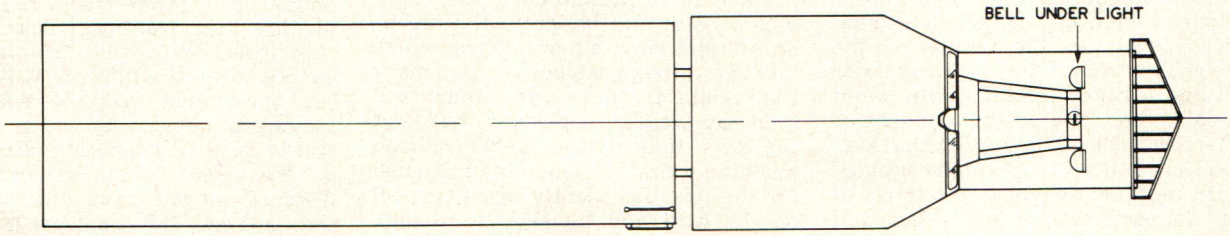
RGS Motors Nos. 3-5, 7 With Old Style Body



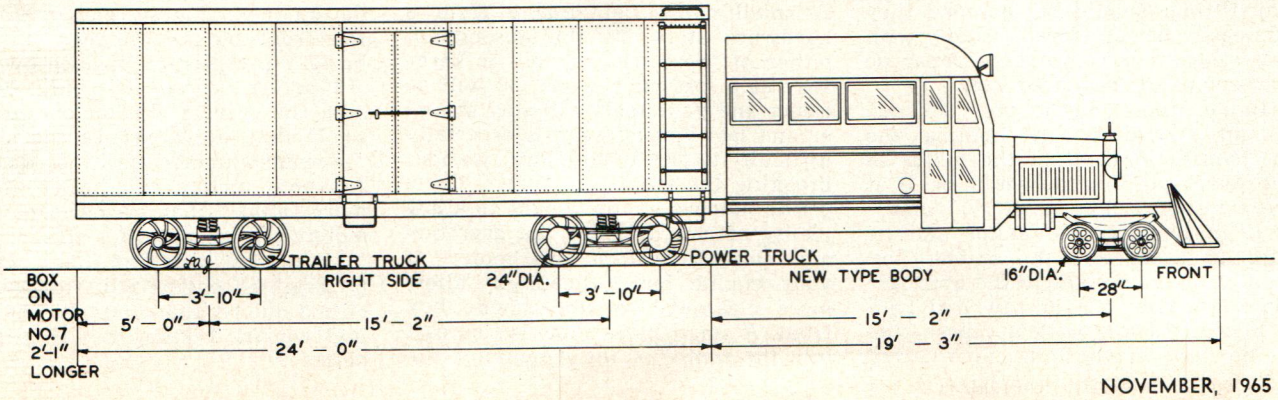


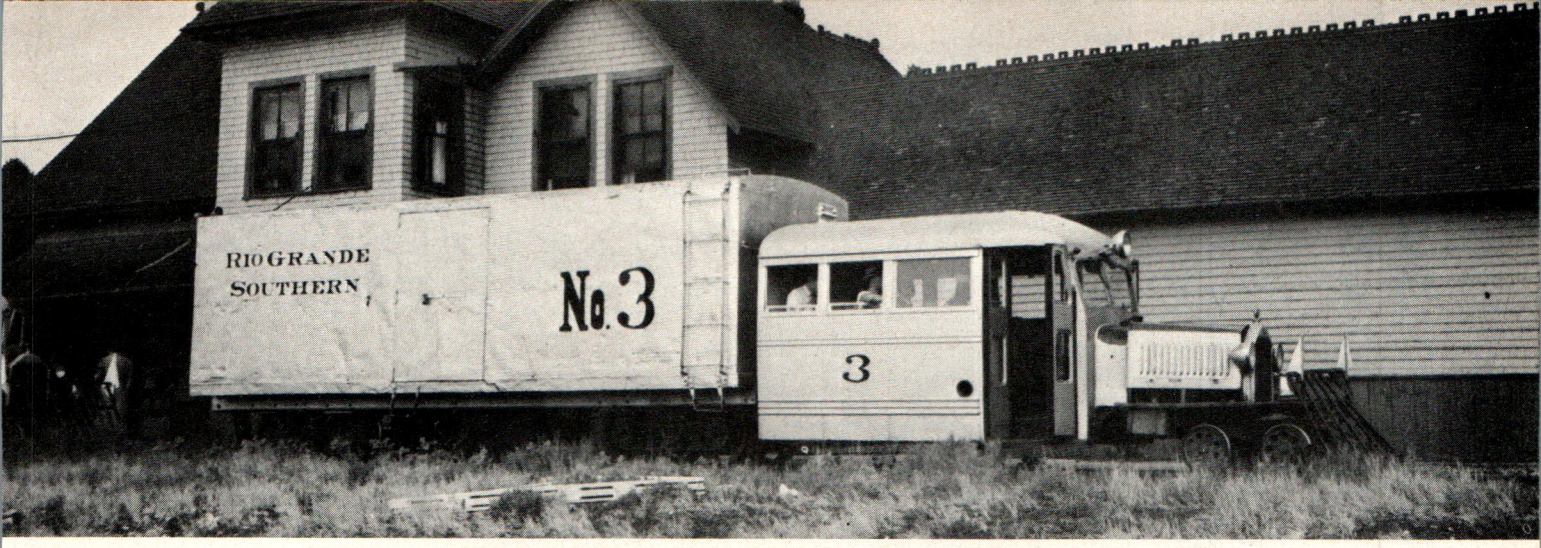


RIO GRANDE SOUTHERN'S GALLOPING GEESE



RGS Motors Nos. 3, 4, 5: New Body 1946





Rocky Mountain Railroad Club Special at Ridgway on July 13, 1946 shows No. 3 decked out in a brand new bus-type body.

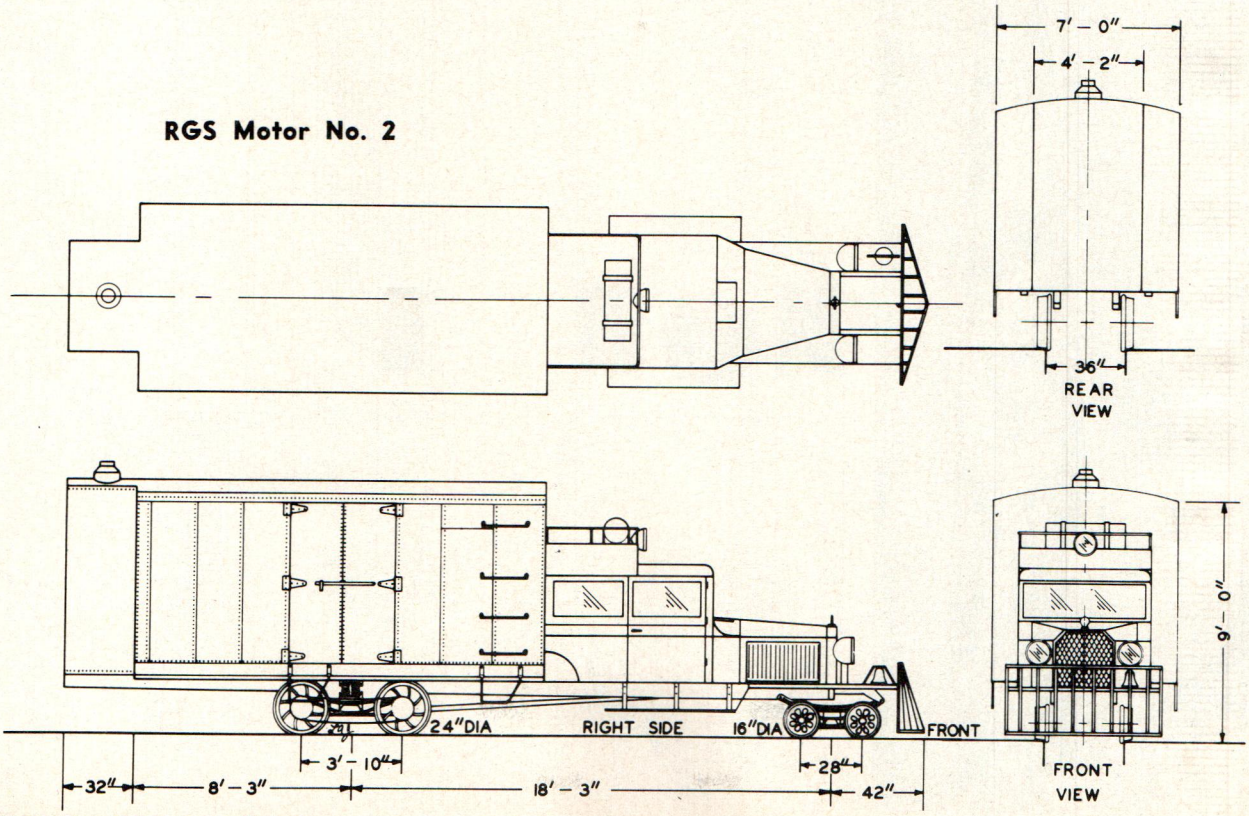
The Rio Grande Southern kept passenger trains operating years longer than they might have by converting to home built rail-buses which kept operating costs down low.

1939 photo from John W. Maxwell narrow gauge train collection shows old style auto body on No. 7. 163 mile run took 9 hours or more.

drawn Larry Jackman

Photos by John W. Maxwell, 3220 Balsam St., Wheat Ridge, Colorado.

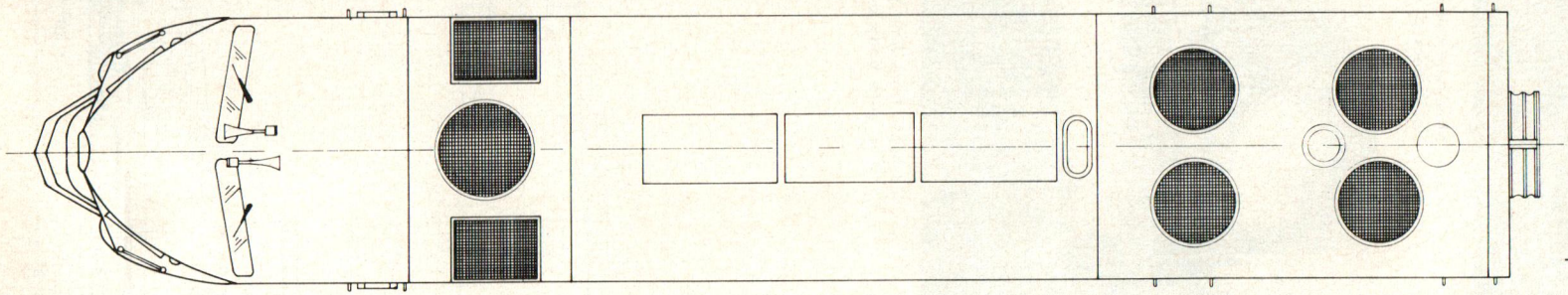
RGS Motor No. 2

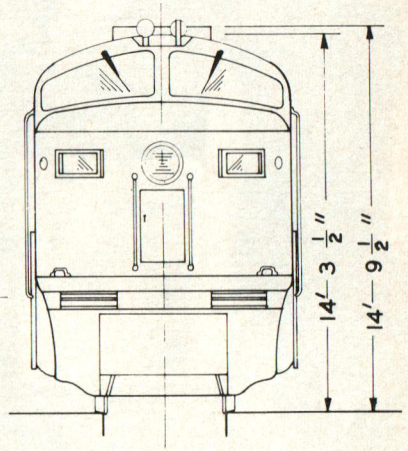


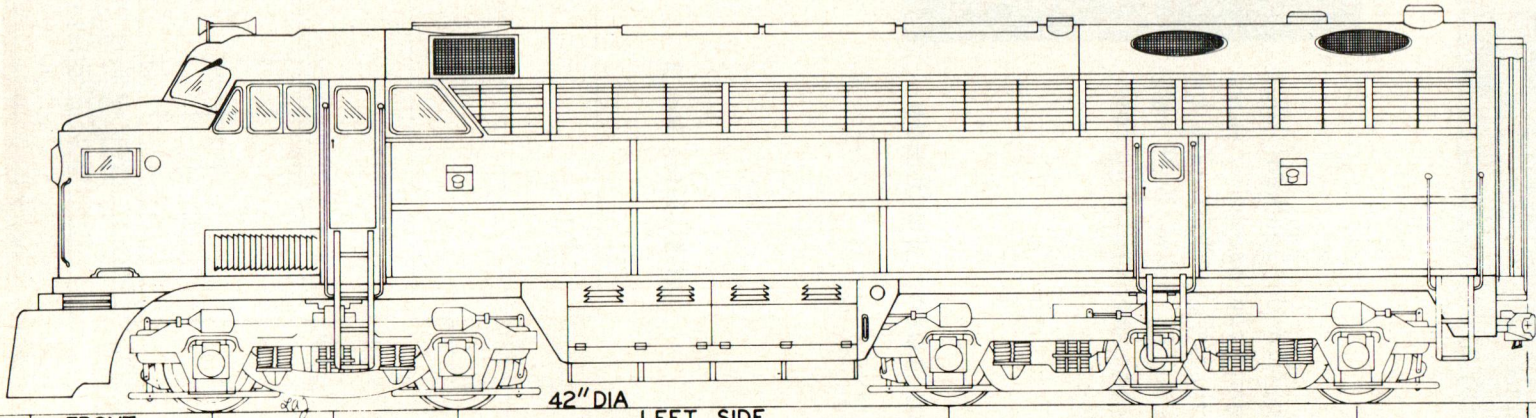
FAIRBANKS-MORSE C-LINE
1600-2000-2400 HP. WITH B-A-1-A TRUCKS

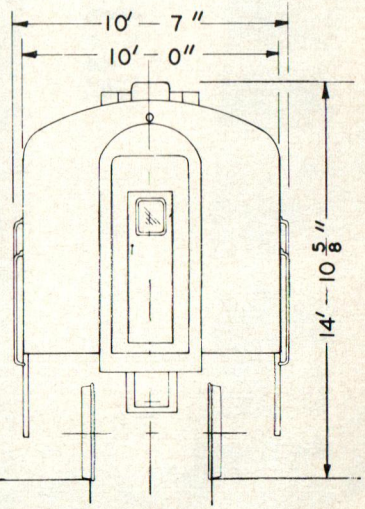
Fairbanks-Morse Consolidation-Line locomotives were offered in a wide variety of horse power and axle load combinations to suit most uses.

Canadian National 1600 hp. C-Line A-unit is class CPA-16, snapped by Peter Cox in November 1956. CNR units were Canadian built by Canadian Locomotive Co.







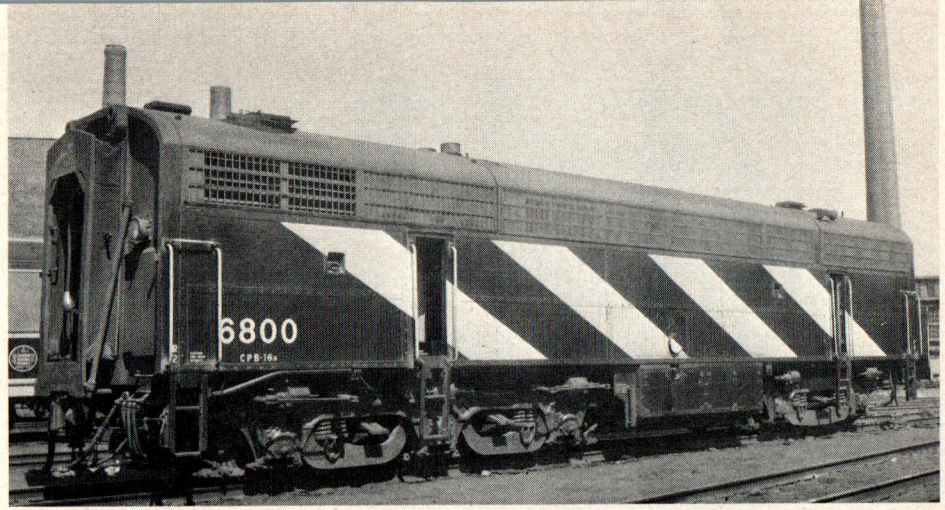


TECHNICAL DATA

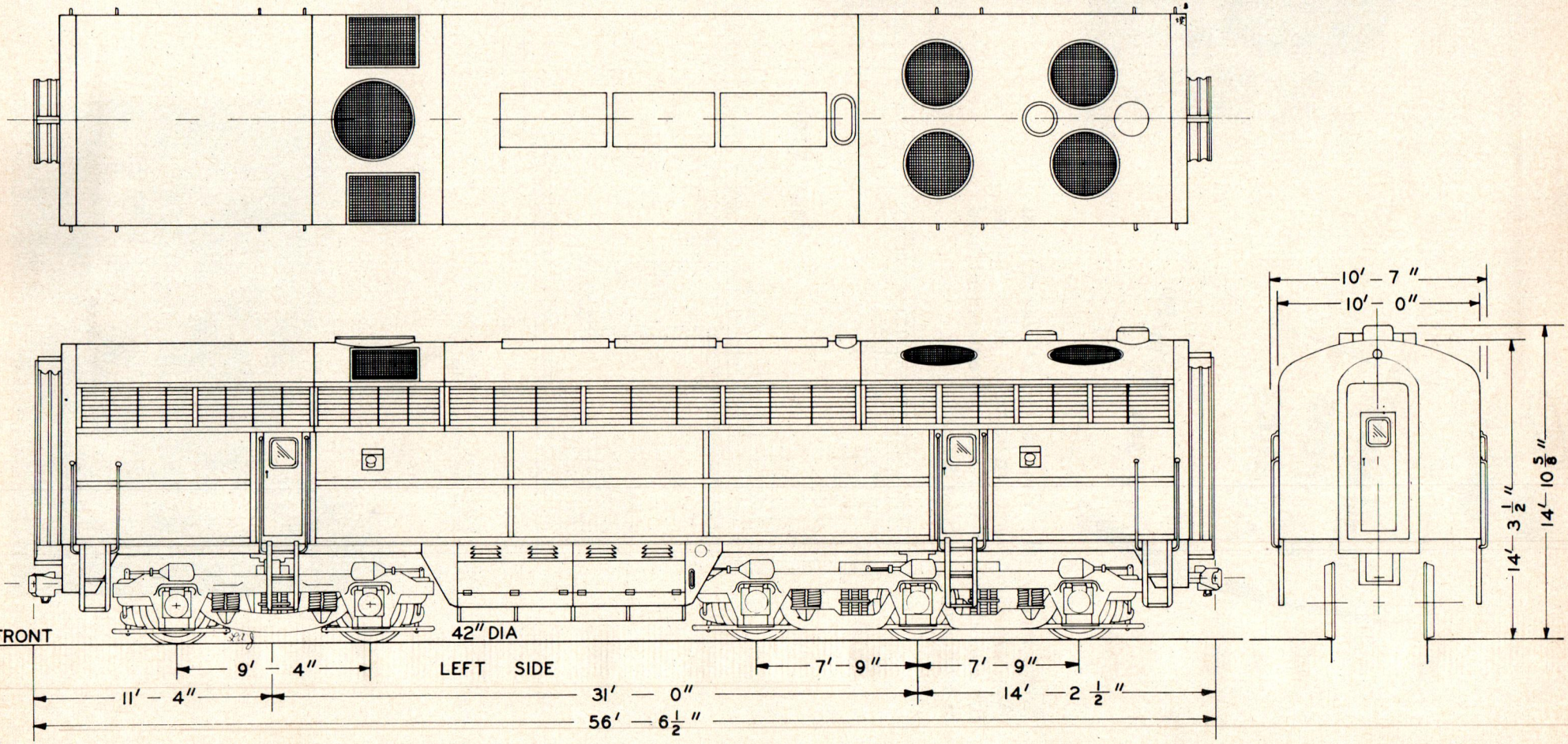
Fairbanks-Morse Consolidated-Line (C-Line) with B-AIA wheel arrangement were offered in 1600, 2000, and 2400 horsepower arrangements. Locos had opposed piston diesel engines, variable gearing to order. Canadian built units were generally identical.

Model	Wheels	HP.	Service
CPA-16-5	B-AIA	1600	Passenger
CPA-20-5	B-AIA	2000	Passenger
CPA-24-5	B-AIA	2400	Passenger
CPB-16-5	B-AIA	1600	Passenger
CPB-20-5	B-AIA	2000	Passenger
CPB-24-5	B-AIA	2400	Passenger

CP-16-5 B-unit decked out in CN's new red, white, and black color scheme is striking contrast to older scheme's subdued colors. Built in Canada by Canadian Loco, unit is identical to U. S. F-M.



drawn by Larry Jackman



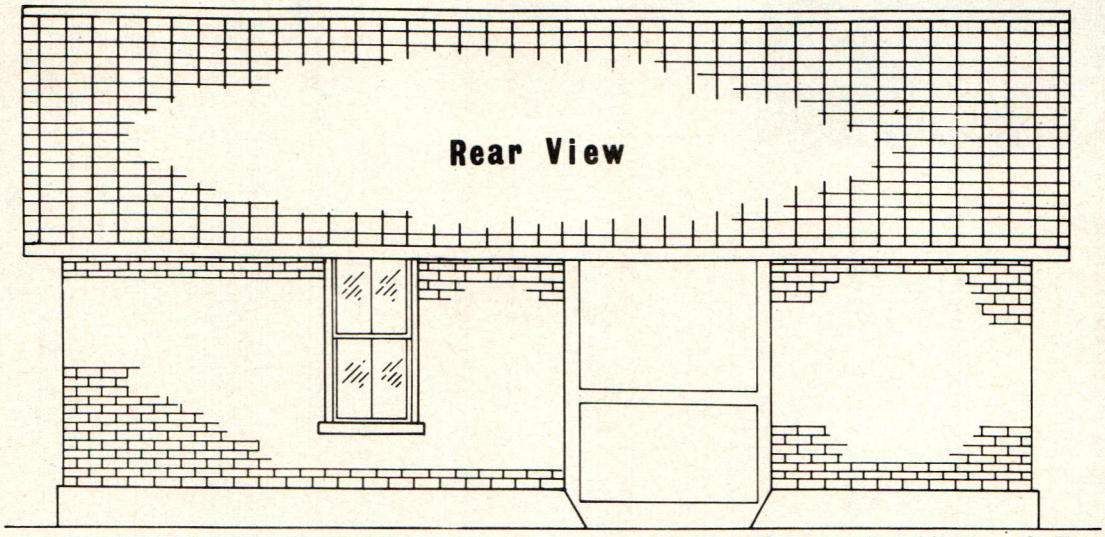
Railway Express Agency

by Joe Wilhelm

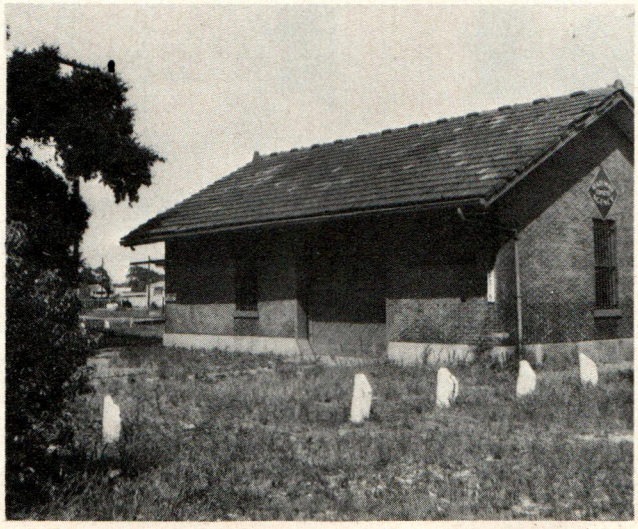
Every model pike can use a Railway Express Agency warehouse, providing a ready excuse for operating a wide variety of equipment used in transporting express by rail.

REA Express facility at Gulfport, Mississippi, is a sturdy brick structure easily modeled with a variety of sheet wood or brick paper.

NEAR THE L&N station in Gulfport, Mississippi, is a small structure which every layout could use but which too few have. It is a Railway Express Receiving and Forwarding Warehouse. It is used for the temporary storage of the specially handled Railway Express freight.



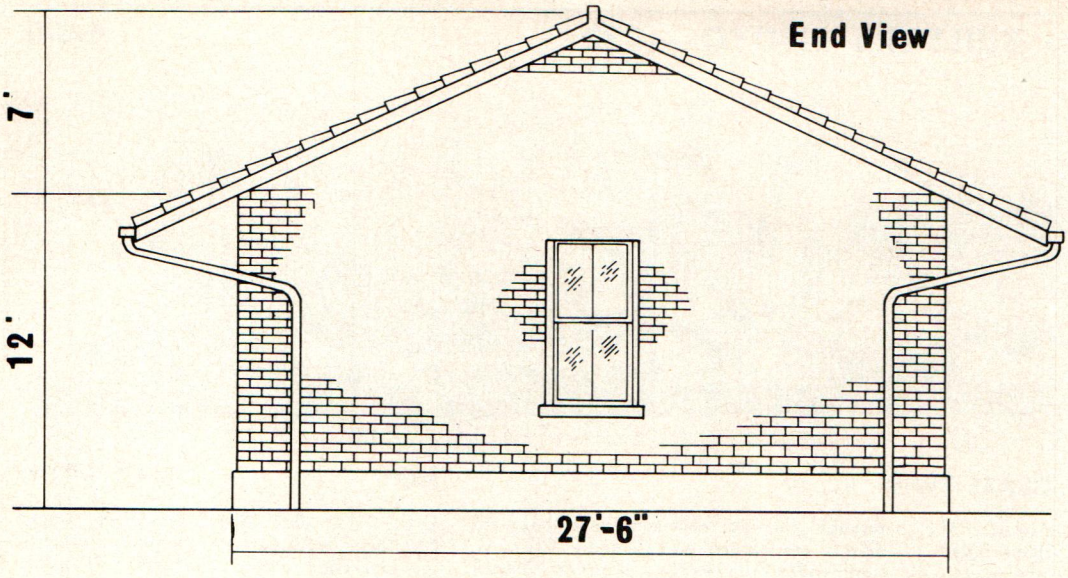
One baggage door and a barred window are at the rear of the structure. Grounds are weed grown with some low level concrete platforms.



Though it will take only a small space on your layout, this simple and efficient building will add to the atmosphere of realism as you switch and spot Railway Express cars for it to handle. The handsome, substantial structure is equally appropriate for small town or city.

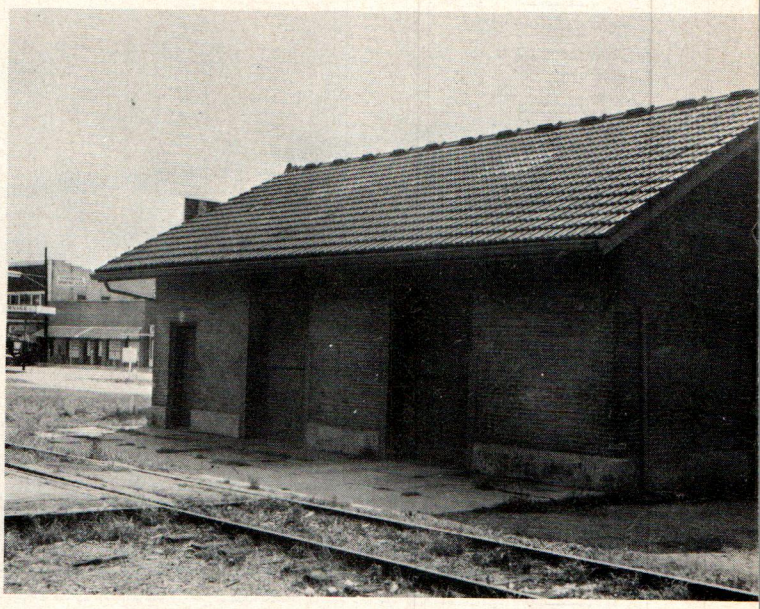
This warehouse is built of browned brick and concrete. The front of the building faces the tracks and has two large doors for freight as well as a door leading to an office. A freight door, even larger than the two in front, provides entrance in the rear of the structure. The use of the warehouse is proclaimed by a Railway Express sign on each end. The roof is sloped and shingled.

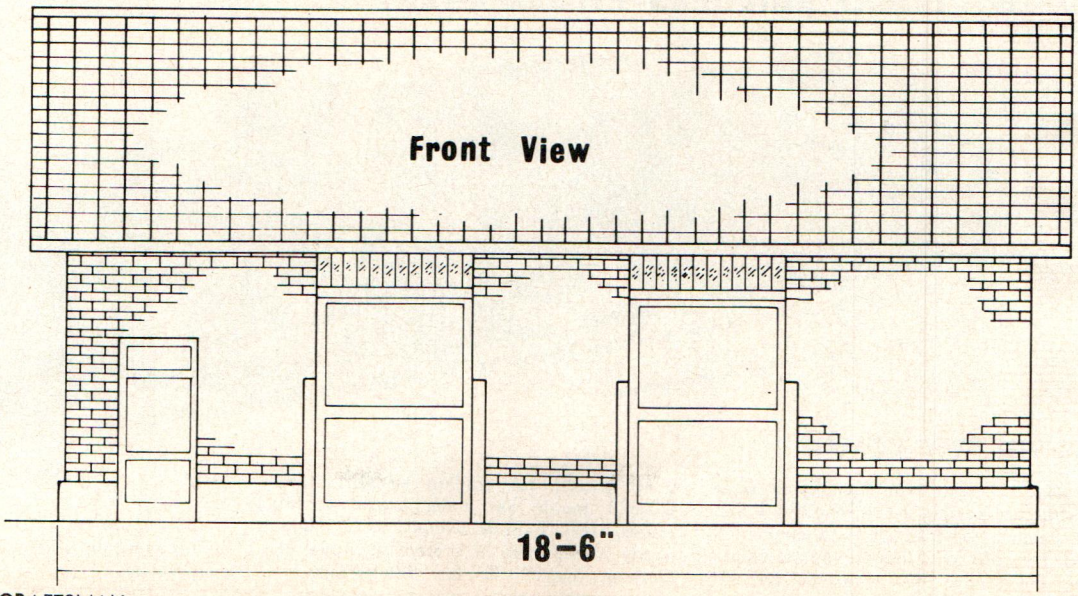
Railway Express is now correctly REA Express but period modelers may wish to use the former name.



End views both have single barred window plus familiar Railway Express diamond herald in red, now more commonly REA Express. Detail includes rain gutters and down spouts ,no parking sign.

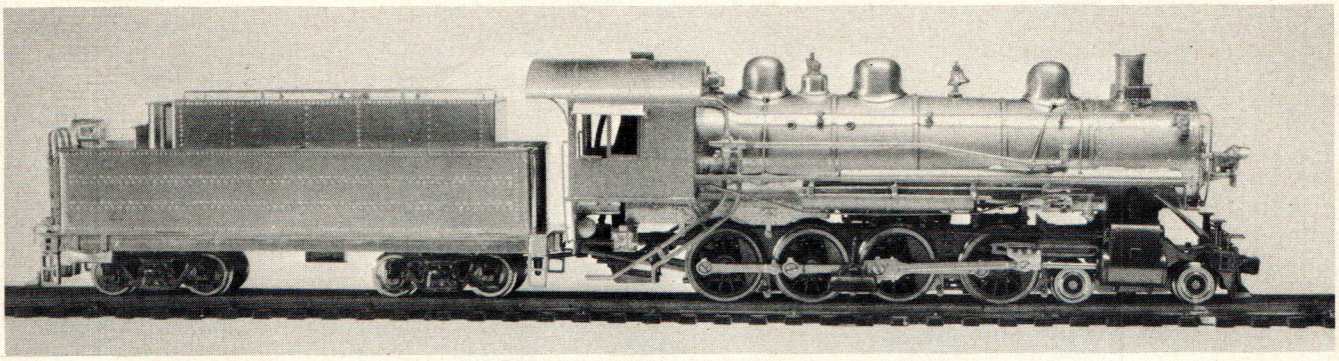
Front of warehouse has two baggage doors and a door for the use of the agent. Depots such as this were usually used in conjunction with railroad station, as shown in end view behind sign.





LOCO BUILDERS PHOTO — 232

4-8-0



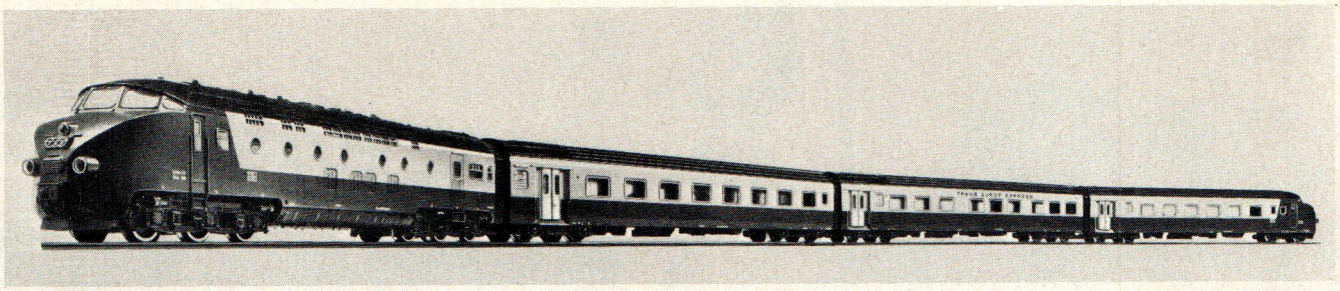
SOUTHERN PACIFIC CLASS TW-8

HO **MAX GRAY**

Prototype is Southern Pacific class TW-8, series 2914-2923, built by Schenectady as cross-compounds in 1898. Model is of all brass construction with sheet, coined, and cast parts. KTM motor provides power through floating enclosed gear box. All drivers are sprung and flanged. Clear vision tender with wireless drawbar. Overall length, 10¼", weight 24 oz., minimum radius 18". Manufactured in Japan for Max Gray, P. O. Box 757, Santa Clara, Calif. Furnished ready-to-run, unpainted except for blackened chassis elements. List price 1965, $49.50.

LOCO BUILDERS PHOTO — 233

MOTOR TRAIN



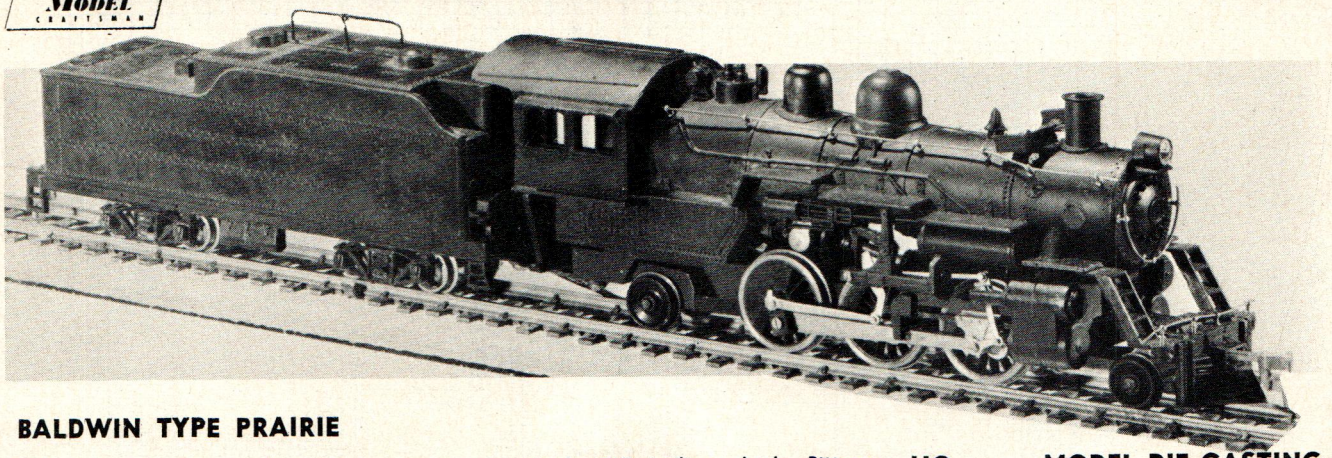
"TEE" TRANS EUROP EXPRESS

HO 3-RAIL **MAERKLIN**

Model of the Netherlands-Swiss Trans-Europa Express train, of which five trains are in service. Model consists of power car, 1st class-restaurant combine, and saloon with driver's cab. Photo shows 4-car unit with addition of extra coach as per prototype. Power car has die cast metal frame with all superstructures of plastic with inset plastic windows. SIG type bogies on cars with 6-wheel power trucks on loco unit. Remote control reversing. Three trailing axles gear driven. Two special adhesion tires. White 3-lamp head code signal and 2 red tail lights change when direction is reversed. Special close couplings for this train only. No. 3070 3-car train measures 27-⅝". No. 4070 companion coach measures 9-1/16". Red and cream colored. Illuminated. New 1965. Mfd. by Gebr. Maerklin GMBH, Goeppingen, Germany.

LOCO BUILDERS PHOTO — 234

2-6-2

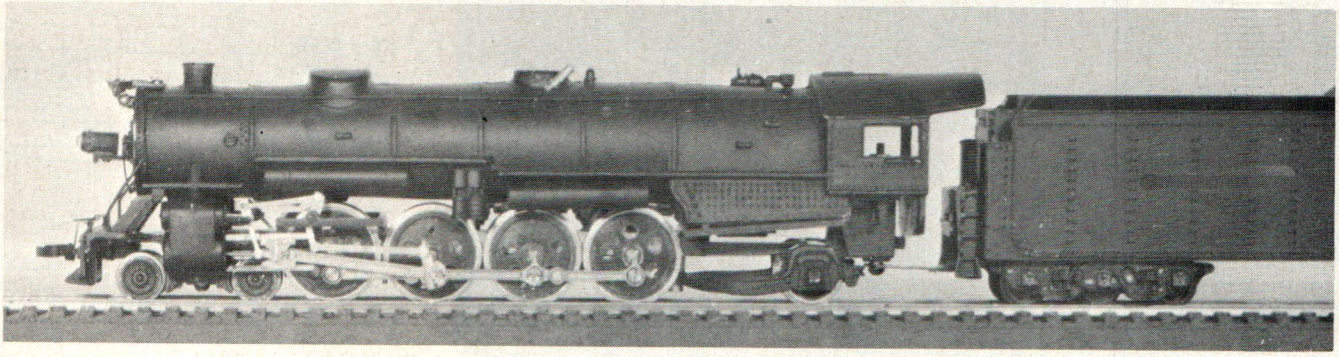


BALDWIN TYPE PRAIRIE

HO **MODEL DIE CASTING**

1900 period Prairie type loco using same superstructure casting as on MDC 4L-1 Santa Fe Baldwin Atlantic kit, road class 1480. Model has die cast metal superstructure, frame, and tender. 62" spoke drivers, 33" pony wheels, 36" trailing wheels. Pittman DC-62B motor has been provided. Min. radius, 18". Length overall, 11". Weight nearly 2 lbs. Mfd. in U.S.A. by Model Die Casting, Inc., P. O. Box 926, Hawthorne, Calif. List price, 1963, kit $32.50. Consult mfr. regarding replacement parts or see your dealer.

LOCO BUILDERS PHOTO — 235 4-8-2

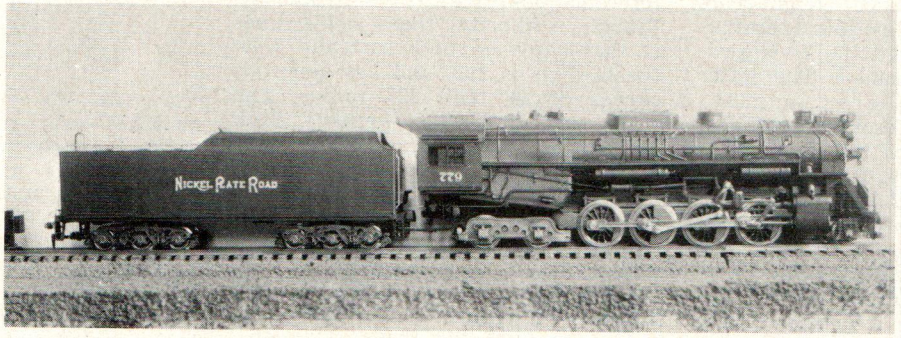


USRA HEAVY MOUNTAIN

HO **BOWSER**

Prototype is USRA heavy Mountain 4-8-2. Model has heavy lead boiler with rivet detail, diecast underframe with full circle Gramix bearings on driver axles, choice of spoke or Scullen disc drivers. Lost wax smoke box front, generator, pop valves, whistle, marker lights. Zamac cast air tanks, other fittings. Factory drilled and tapped. Mfd. in U.S.A. by Bowser Mfg. Co., P.O. Box 122, Montoursville, Pa. 17754. New 1965. List price, kit, less tender, $39.95. Four Bowser tender kits optionally available. For replacement parts see your dealer or consult Bowser catalog.

LOCO BUILDERS PHOTO — 236 2-8-4

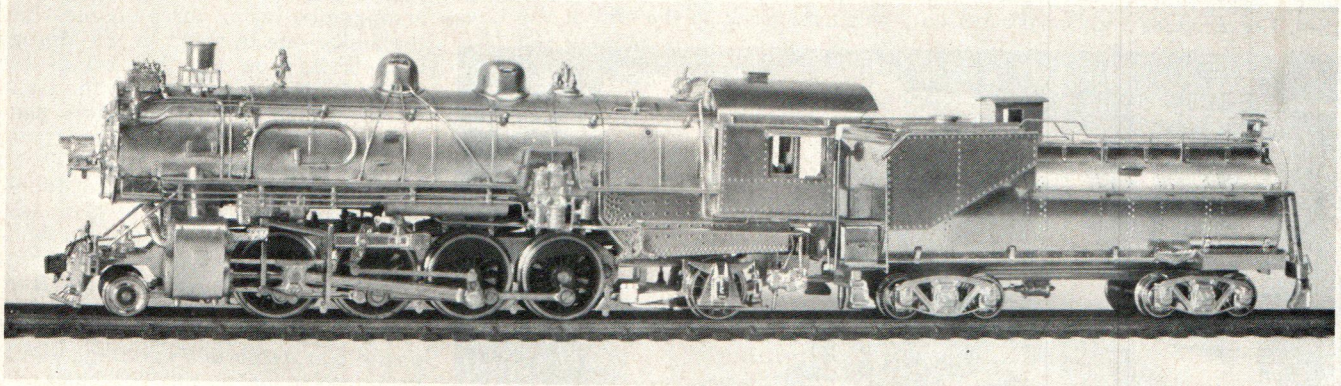


NICKEL PLATE BERKSHIRE

HO **RIVAROSSI-AHM**

Prototype, Lima built 2-8-4 Berkshire. Model comes ready to run with plastic boiler, tender, truck frames. Stamped and formed metal frame. Nickel silver valve gear. Rivarossi permag motor delivers power through horizontal drive and worm and gear sets. Operating headlight. Overall length 13-¾". Takes 18" radius curves. Metal fittings. Complete Test Track review RMC Oct. 65 page 56. Mfd. in Italy by Rivarossi, imported in U.S.A. by Associated Hobby Manufacturers, Inc., 3214 N. Boudinot St., Philadelphia 34, Pa. New 1965. List price RTR, $27.95. Optional Nickel Plate Road or Pere Marquette lettering.

LOCO BUILDERS PHOTO — 237 2-8-2



SOUTHERN PACIFIC CLASS MK-5

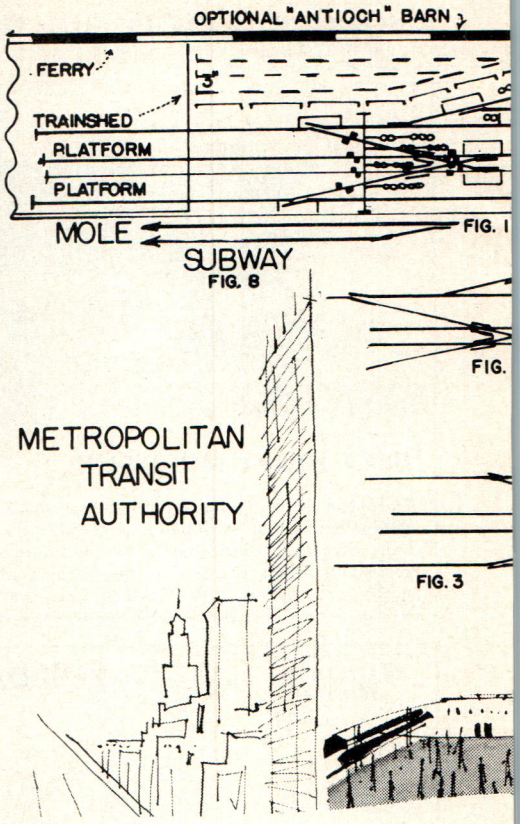
HO **BALBOA SCALE MODELS**

Prototype is Southern Pacific road class MK-5, series 738-794. All brass construction, boiler backplate, seats for crew. Insulated all-metal driver brake rigging. Shock mounted KTM motor. Sprung chassis. Lost wax, turned, and stamped fittings. Spoked trailing wheels. Oil type Vanderbilt tender. Operating headlight. Mfd. in Japan for Balboa Scale Models, 1135 Garnet Ave., Room K, San Diego, Calif. 92109. New 1965. Price ready to run unpainted, $52.95.

A RAPID TRANSIT SYSTEM

Rapid transit is the answer to movement of people in a dozen or more U. S. and Canadian cities, freeing the railroads from the yoke of unprofitable commuter operations. Rapid transit modeling opens a wide new field.

by the layout doctor



AFTER READING the past year's issues of *Railway Age* (the prototype railroad industry's "trade magazine"), I'm led to the conclusion that five things will save the railroads of the country from oblivion. One: freedom to compete pricewise, coupled with equivalent regulations of airlines, pipelines, barges, etc.; two: mergers on a grand scale; three: special purpose and large freight cars moving in faster trains; four: elimination of passenger deficits; five: promotion of Rapid Transit. The latter is my subject here.

There have been descriptions of real (and proposed) rapid transit projects all over the country, from Philadelphia's popular PSIC lines with their Budd-built MUs, through a description of the *Skokie Swift* (formerly the south end of the North Shore), to details on the Bay Area Rapid Transit Authority lines which are even now being mocked up experimentally, to check controls — with the weird gauge of 5'6"! Overseas developments (especially in Japan) have not been neglected and often the advertising pages are full of what look like subway cars but are actual rapid transit cars.

Read the papers, read of the above three and all the other cities which could use rapid transit rather than highway building increases and vehicular stagnation of the streets. Many cities, Los Angeles and San Francisco in particular come to mind, have defunct interurban lines which could have been a basis for rapid transit—faster and with fewer stops, less grade crossings than an interurban, completely modern and built with public funds, operated by an "authority."

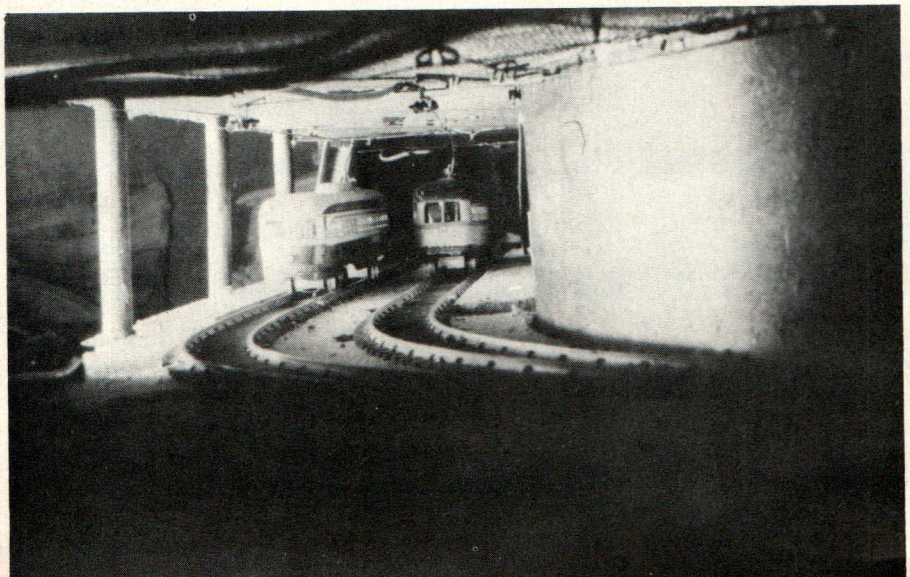
So far as I know, no one has built and operated a model rapid transportation layout which I have called (for reference purposes), the Metropolitan Transit Authority, there being lines of that name on both east and west coasts. This is HO, and has generous curves of 24" and 22" radius. The main part is 8' x 10' (hollow), with an extension less than two feet wide for a terminal.

The MTA starts at ferry slips at the end of a long pier or mole, thus avoiding much big-city modeling; double track proceeds straight east from there, crossing a double-tracked standard railroad at Tower XX, making a stop at Shafter; down the center mall of an expressway, with a large station at Moraga where a street runs beneath, and another at Expressway. The expressway has been planned to use HO scale "road-racing" trackage. Next stop, back along the wall is Antioch, where some runs can terminate, later to return to the Mole. Single track continues beyond Antioch, down under the main layout at —3" elevation, underground, to emerge not far from Freeway station, continuing as single track to the end of the line, Vacaville. At this point there are switches over to the main line at Shafter, which, together with the left-hand crossover along the left expressway stretch, will permit continuous running when desired.

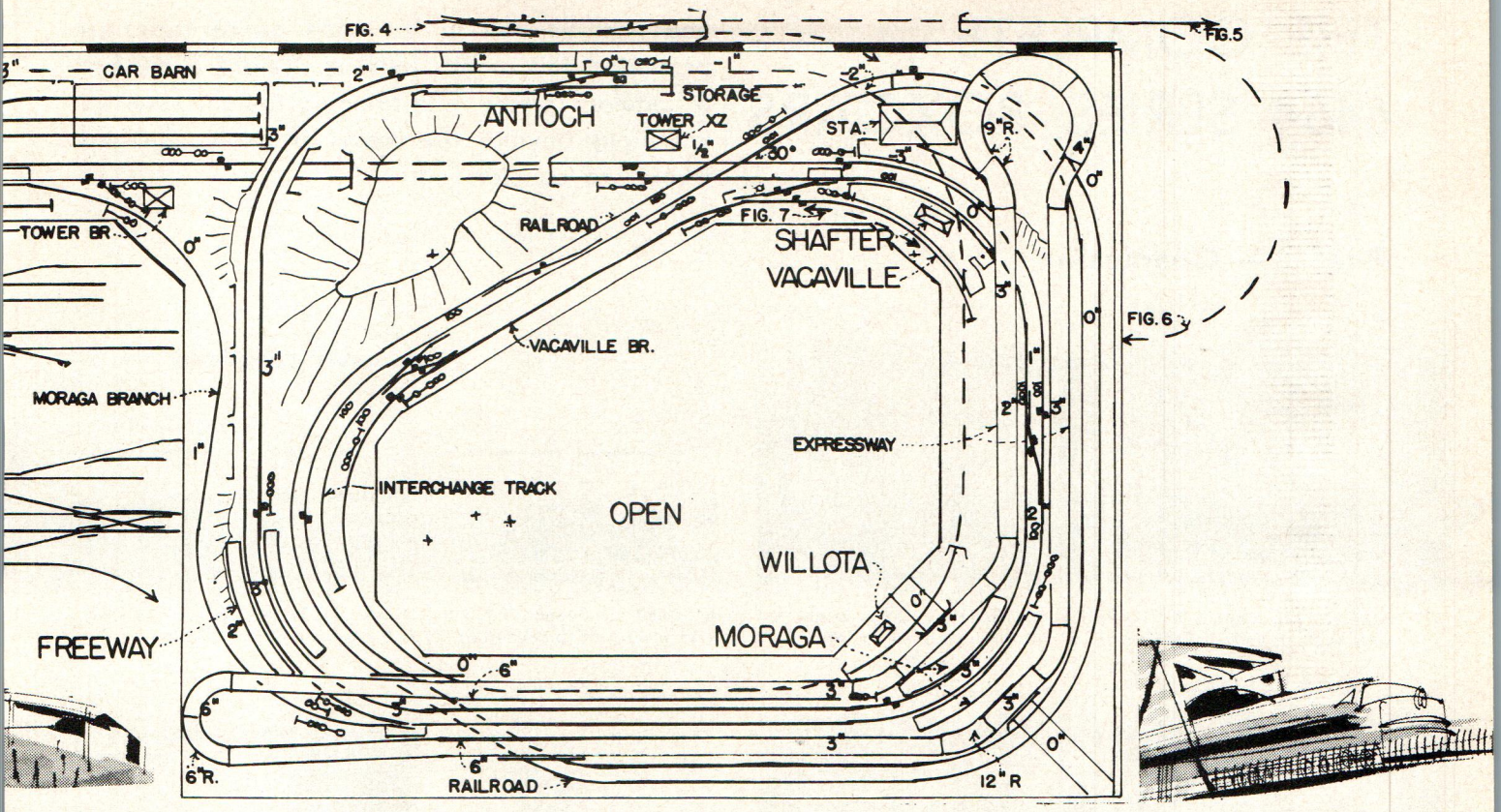
There is also a "Moraga Branch" cutting off at lower left sloping steeply downhill to the Mole terminal. Some cars can use this for "out and back" running but another function would be as a branch line from Mole directly to Moraga and return.

The Mole terminal is obviously meant for rapid transit cars since there are no run-around provisions. The double or scissors crossover is assembled from Snap-Track and/or Fleischmann components, which would doubtless spread the tracks an inch farther apart in that area only; I call the arrangement on the plan, fig. 1. Fig. 2 shows a little more compact arrangement using three double-slips, the added one to bring in the Moraga branch. As you see this brings the double-crossover about 9" to the right, this either shortening the Mole platform or letting you have longer tracks there. Fig. 3 shows an arrangement which will let you bring the double crossover even farther to the right with additional shortening of the Mole platform, though all branch cars must then arrive and leave from the front track.

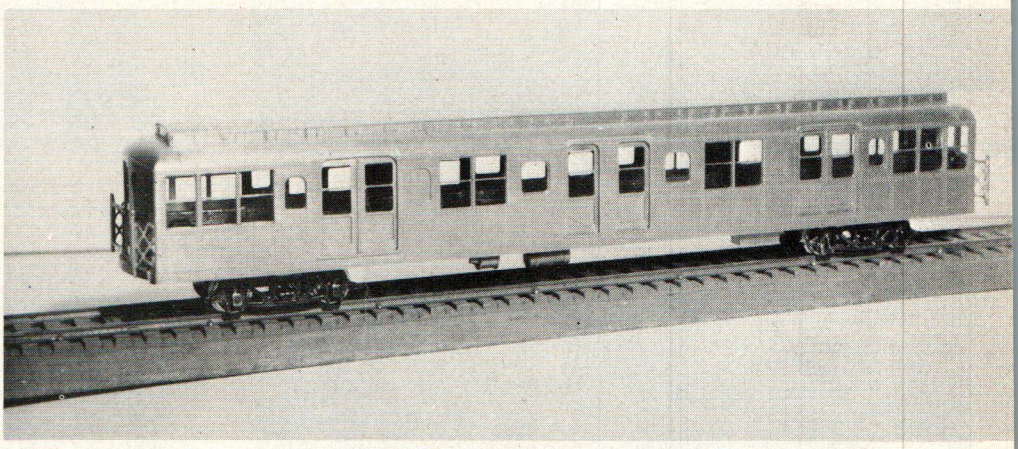
Fig. 4, at the top, shows a variation possible at Antioch. By adding a right-hand crossover to the left-hand one already there, you can convert the



Bill Schopp built this subway system over 15 years ago as a manufacturer's display, using PCC cars following Philadelphia and Newark practice. Who has an operating subway system?



Heavy standard type subway cars have been offered in several types although production has been limited. Rapid transit can be built in subway, ground level, or el right-of-way.



inner, or storage, track to the subway line or Vacaville branch. The outer track would then continue down and off to the right (fig. 5), where there could be another stub terminal similar to Mole. Alternately it could loop around, fig. 6, subwaying under the inner edge of the top table to emerge as Subway, either directly under Mole trainshed or below it but out in the open air as drawn, fig. 7. The line would pass under Shafter, fig. 7 sketched in, at —6" (unless you didn't mind an underground crossing) and end at that elevation at Subway.

I have drawn the various branches and described the various alternate routes because a rapid transit line is most interesting when it goes more than one place. During rush hours, trains will be arriving from and leaving for all the terminals. During non-rush hours, trains will be broken at junction points, some cars continuing on, the remaining either waiting to couple to the next in-bound train or branching off to the secondary terminal. Besides this, trains can cut back at intermediate stations rather than going all the way: here on the MTA this would be at Antioch as well as Moraga.

Black blocks beside the track indicate suggested locations for insulated rail joiners and the division of the line into control blocks. The feeder locations are not shown, since with the custom-line switches as drawn, their exact location within each control block would not be important. If the line were run with overhead wire, then instead of insulated rail joiners, you might wish to put section insulators in the overhead at corresponding points—or into the third rail if you want to use that.

Modern rapid transit equipment could be used on such a line if it represented the present or near-future. Such as the Kidder subway cars, or the various IRT or BMT cars available or promised, could be painted in some splashy color scheme, as could the promised Electroliner model. Since, at least on this MTA, there are no grade crossings with highways (except one), cowcatchers could be eliminated. I've seen Japanese-made HO models of their rapid transit cars with photoengraved "Budd" fluting nicely nickel plated, interior and exterior lights, and a superb drive unit, but the price here worked out a little on the high side. You could go back a few years and use the various Suydam "wood" or "steel" interurban cars, altered as you wished. If the line were third-rail (or dummy third-rail, actually 2-rail), the poles could be removed, or left for use in the barn area only. For catenary, the poles could be replaced with pantographs—regular Faiveley or the bows as used on the "Skokie Swift."

If you want to go back quite a few more years, you could even use steam, mainly the little Diamond Models 2-4-4T locos pulling open end coaches. These, to be sure, would require some run-around (but not turn-around) facilities at each terminal or intermediate cut-back point. For use in subways, the steamers would have to be replaced with steeple cab electrics, an interesting exercise in itself.

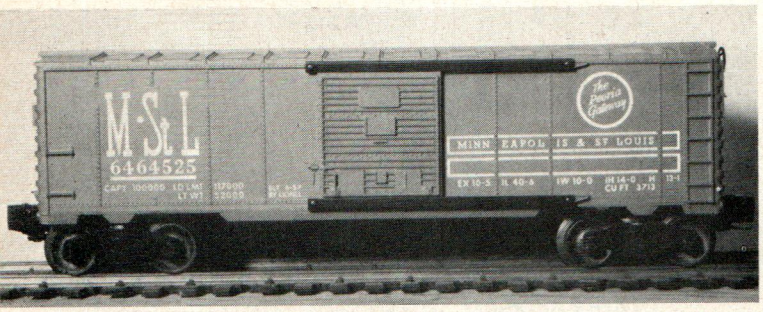
Freight service would be confined to the steam railroad oval drawn. There could, however, be package freight hauled in box motors from station to station, and maybe cars of coal to the rapid transit power house. There would be work cars, too, snowplows, wire-cars and so on.

THE COMPLETE 6464 SERIES BOXCARS

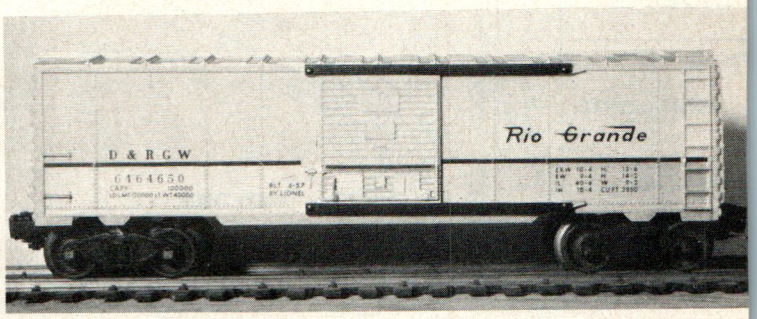
The final six cars in the 6464 boxcar series are presented this month, setting straight a number of catalog "errors" and bringing to light assorted variations beyond the realm of easily changed trucks and couplers.

Part 3 — Conclusion

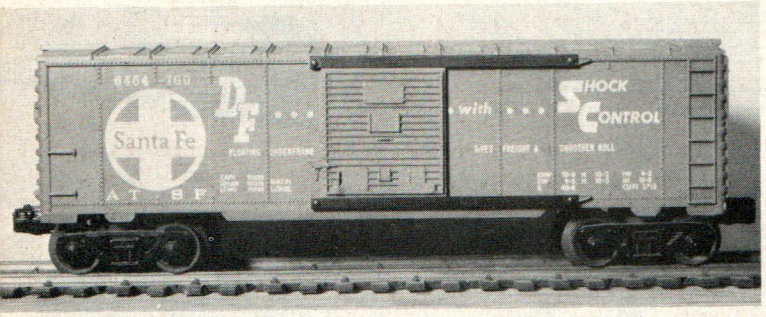
Staff Photos. 6464 series cars from the collection of Joseph Ranker.



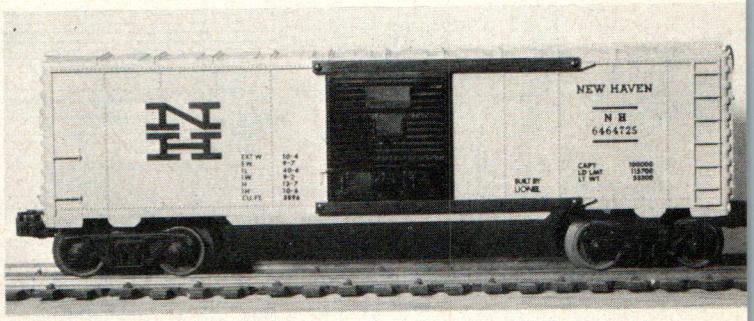
6464-525 Minneapolis & St. Louis Peoria Gateway car is bright red with white lettering. Offered in '57-'58, brought back in '64.



6464-650 Rio Grande if found in two styles. Type A, yellow and silver with silver roof, black letters. Type B has yellow roof, decals.

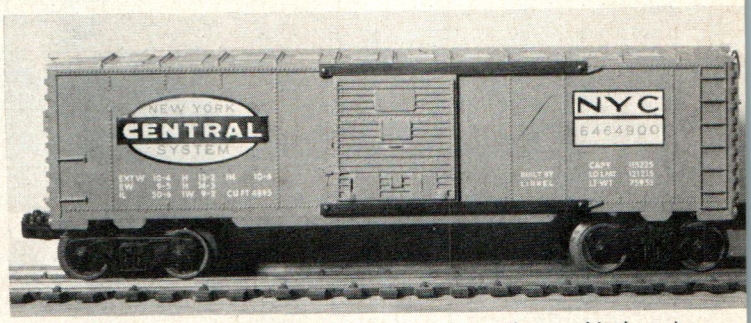


6464-700 Santa Fe Shock Control car is red with white lettering. New 1961. Note roller bearing trucks. Car measures 10½" long.



6464-725 New Haven orange with black lettering, black doors. Car is cataloged as 6464-735. New in 1962, car returned in 1964.

6464-825 Alaska Railroad is blue with yellow stripe and solid blue door. Sketch of eskimo appears on left side. Cataloged new in '59.

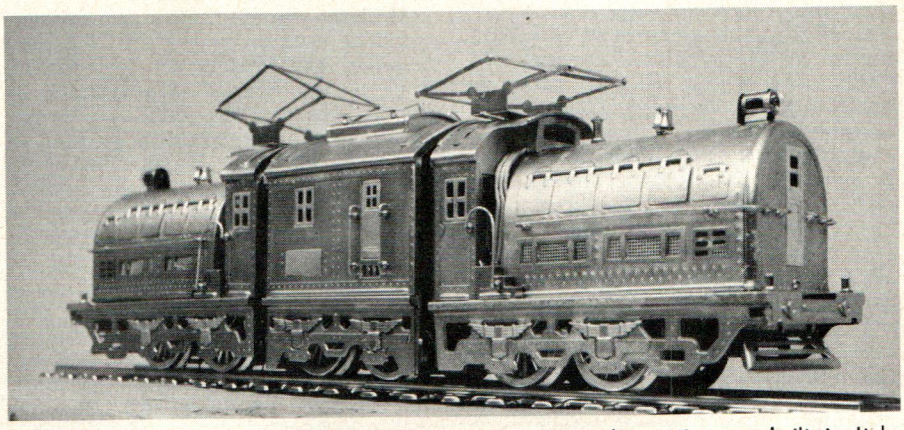


6464-900 New York Central jade green color with new black and white herald and lettering was new in 1960, continued through '63.

LIONEL'S BRUTE

LIONEL'S famous "Brute" was hand fabricated in Italy about 1927 and and for years was on display at Lionel's New York showroom. The giant Olympian type electric measured over 30 inches in length and was designed for use on the original Buddy-L track. As built, the model was left in a natural finish but in later years was given a factory paint job to cover rust spots.

Bill Vagell, of Treasure House, acquired the model some years after it

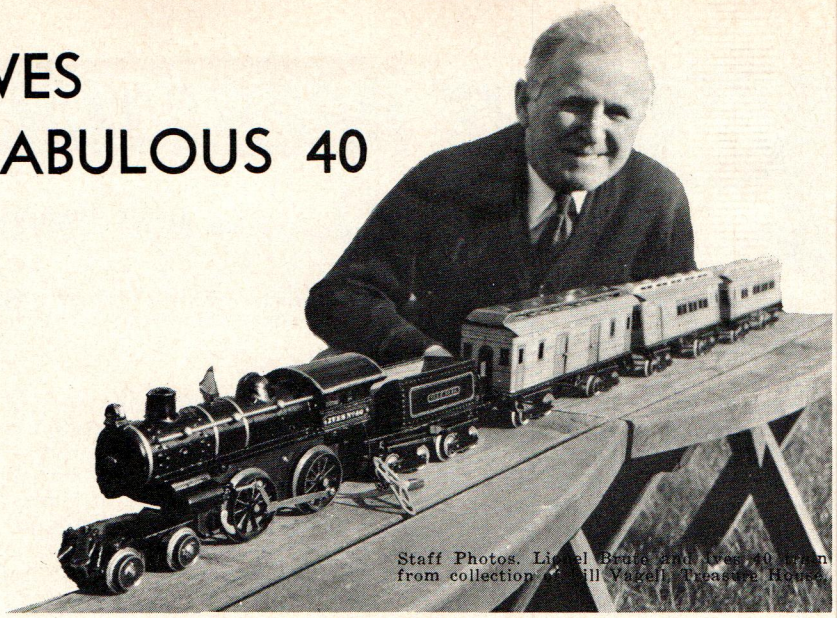


Famous Lionel Brute Olympian type locomotive was built in Italy in 1927 and displayed for years in the Lionel showrooms in New York City. Locomotive was built to original Buddy-L gauge of over 3".

left the Lionel showrooms from a St. Louis collector and had it restored to its original condition, giving it also a cadmium-plate coating as a protection against rust. Fittings were generally standard Lionel. Visible on the unpainted metal are the scribe lines left by the Italian workmen. The model is now owned by John B. Snyder, of Des Moines, Iowa.

The Brute is not to be confused with the Super 381 sample now in the LaRue C. Shempp collection, Williamsport, Pa. LaRue's model is about 25% larger than the production 381 and is twin motored. Also displayed for years in the New York showrooms of Lionel, the Super 381 is painted and operates on standard gauge track.

IVES FABULOUS 40



Staff Photos. Lionel Brute and Ives 40 train from collection of Bill Vagell, Treasure House.

The famed Ives Twentieth Century Limited Express in No. 1 gauge headed by an Ives clockwork No. 40 loco and tender, No. 70 baggage car, No. 71 Buffet Car, and No. 72 Pullman, all in ivory. We'd smile the same way Bill Vagell is smiling if it were ours.

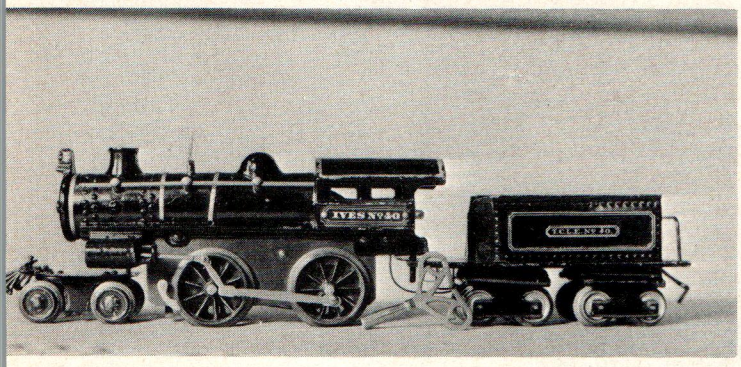
ONE of the prettiest of the early tinplate trains is the famed Ives Twentieth Century Limited Express in No. 1 Gauge. This early day beauty is known in several colors, all scarce. Joe Ranker, Leonia, New Jersey, has the train in a deep yellow, as have several other collectors. Rarest of all, however, is the ivory colored version, as found in Bill Vagell's personal collection.

Heading the train is the handsome No. 40 Ives clockwork 4-4-0 with cast iron boiler in shiny black enamel and red, gold, and silver trim. Clockwork mechanisms were common in the better sets of the early twentieth century when electricity was a rare and yet feared commodity.

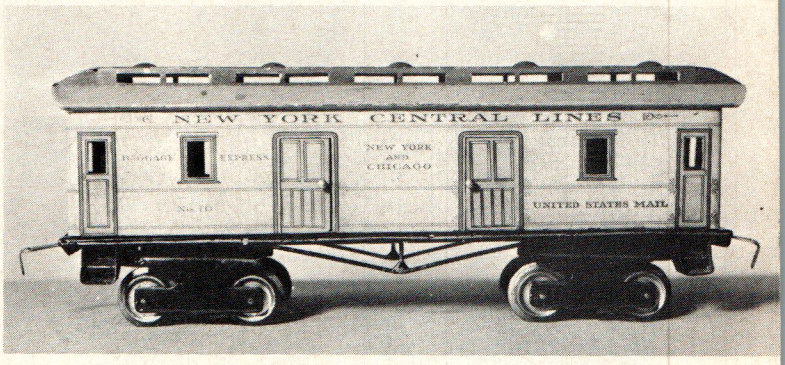
The tender and cars are of tinplate construction. The tender is black with TCLE No. 40 lettering in red. The three cars are lithographed in simulated wood finish in ivory. Doors are tan and trim is in red. Car No. 70, Baggage-Express" has a grey roof with raised red clerestory. Car 71, Buffet, and the No. 72, Chicago, have red roofs with ivory raised clerestory section. Hook couplers are used throughout. Scrollwork in the upper window portions are in baby blue, pink, tan, and ivory.

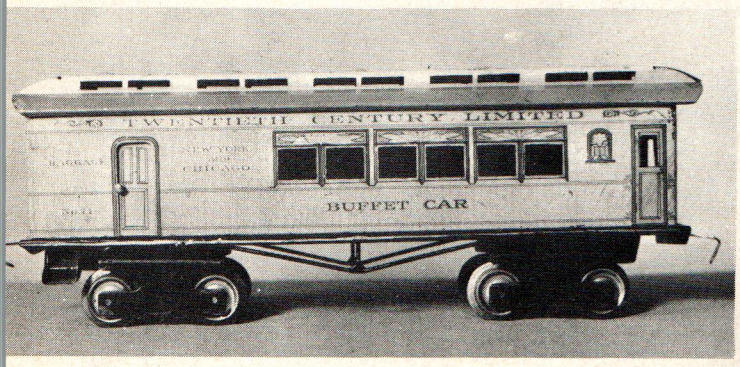
Trains of this calibre are scarce enough to be acceptable in virtually any condition. When they are found in near new condition, they are museum pieces commanding the admiration of all collectors.

Ives No. 40 loco was a handsome cast boilered 4-4-0 with stamped metal tender and clockwork motor. Loco was shiny black with silver boiler bands, red and gold trim on headlight, cylinders, pilot and cab roof. Red trim on tender trucks, with red lettering and striping plus gold stripe on tender. Cab lettering in silver.

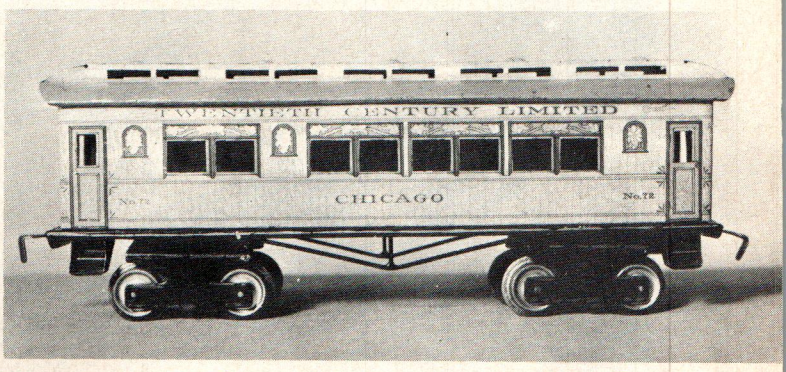


No. 70 Baggage Express Car has lithographed wood grain siding in ivory, with tan doors, lettering outlined in gold, red trim on black trucks, and grey roof with red raised monitor section.





Buffet Car No. 71 had same colors as No. 70 except for roof which is red with raised ivory colored clerestory section. Lithography work by Ives was excellent. Gold outlined lettering is in maroon.



Pullman Car No. 72 "Chicago" had same color roof as Buffet Car. Flowery scrolls of upper windows was done in light blue, pink, tan and ivory. Entire train dates to pre-World War I era.

THE OPERATORS

conducted by WHIT TOWERS

A column designed for better, more realistic model railroad train operation. Readers are invited to submit questions on the subject, c/o RAILROAD MODEL CRAFTSMAN, Box C, Ramsey, N. J.

RECENTLY I attended the Pacific Northwest Region's annual convention in Portland, Oregon renewing old friendships and making some new ones. A couple of hardy fellows who had never seen me before seemed shocked that I actually resemble the pix which Hal runs on the masthead of THE OPERATORS. Harve Vander Veen, NMRA Western Vice President, tried 36 exposures and broke his Nikon trying to do better before giving up. Those who have seen my movie, "Peddler Freight—Alturas to Lone Pine," available from the NMRA Tape Slide Committee for regional and club showings (No, I don't have a copy available to loan, Sorry!) will know I'm no candidate for an Oscar and Hollywood's heroes may rest secure.

One thing which most pleasantly surprised me about model railroading in the Portland area was the wide interest in the subject of operation. The fabulous Columbia Gorge Club, Ed Albrecht's '0' scale Texas & Pacific Railroad, and Vern Jessup's HO empire are just three of the railroads which stress operation. These are layouts well worth seeing if you want to take in some real operation. Naturally you should write ahead and make individual arrangements when planning a visit.

This month we have the treat of another guest columnist, Dr. Roy F. Dohn whose Victoria Northern Railway has been featured in the pages of the Railroad Model Craftsman many times in the past. While Dr. Dohn and I have yet to meet personally (Ed's. Note: Both Whit and Dr. Dohn were at Vancouver) I've followed his fine articles with great pleasure and am always struck with the thought that he and his group are obviously getting every joy possible out of their operation of the VN. Roy is going to explain a couple of his own contributions to the field of operation. I'll turn the typewriter over to Dr. Roy F. Dohn:

Dr. Dohn On Operation

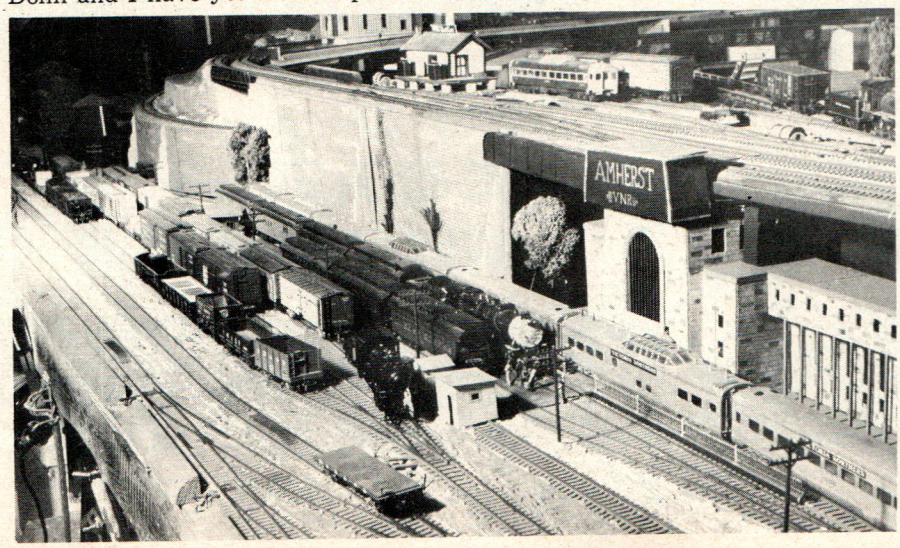
The post-operation coffee and bull session is an interesting and informative way to spend an hour or so. On the V.N. Rwy, the crew usually talks about the night's operation, troubles that developed, but mainly ways of improving the operating fun and enjoyment. You are already familiar with some of the basic card-order systems and have probably heard or tried others that have never been commonly used. As Whit has pointed out many times, any system is good if it provides what the brass hats want in their operation, but I think the main point is to be at least familiar with all the workable systems so that any one or combination of them could be put to practical use on any given layout. With this end in mind I'm going to expound a little on two other methods that have been tried and proved on the VN.

Industry Manager Concept of Operation

At one of the regular bull sessions the boys were complaining that the card system currently in use still didn't give you the true feeling of railroading. It got to be too automatic, too impersonal . . . all you did was move a tab and spot a car at the destination indicated, often doing this without a thought to the true purpose of the cards. After all, we were trying to copy the prototype, so why not develop a system that would more closely approximate the real thing? From this beginning, the Industry-Manager concept was developed. The theory behind this system was basically quite simple: let the industries determine the amount and kind of traffic that the railroad will handle. To accomplish this, special pads were printed and a pad was located at each industry. Before an operating session, the operators would be assigned 3 or 4 industries, (usually located at the same station or in the same area), and spend five minutes making out the slips for their industries.

As an industry manager and being right on the spot, he could easily see the needs of each industry. In other words, if a spur was empty, he could make out orders for the delivery of a few box cars or reefers or whatever type of car that particular industry required and with all the other orders that he had made out, simply handed them to the yard man. By this method the operator had a more intimate knowledge of what was going on and WHY it was going on. He felt personally responsible for the movement of a car and was able to get a much more integrated feeling with the operation.

After the yard man receives all the orders his main job is then to fill in the road name and number of the car on the slip and eventually hook it into the appropriate train. When the car eventually reaches its destination as an empty, it is theoretically loaded, and the name of the consignee is inserted in the allocated space. Simple, but very effective. The car is later picked up by a way freight and delivered to its next destination. After it has been unloaded (theoretically) the card is marked by two diagonal lines to indicate the completion of its run and that it is now considered an empty to be returned to the yards when time and space is available. However the last part is not essential. If there happens to be a call out for a certain car, a new slip is made out on the spot by that industry manager, and the car can be moved directly to its new destination without the necessity of going back to the yards. In other words, the system is flexible and allows for much freedom of movement. Another point that was desirable was the fact that cars could be moved between operating sessions without the necessity of either bringing them back to their starting point or carrying the slips around with you. Wherever the cars ended, all that was necessary was to make out a new slip to regulate its future moves and simply discard the original slip that controlled the previous car movement.



(Continued on page 54)

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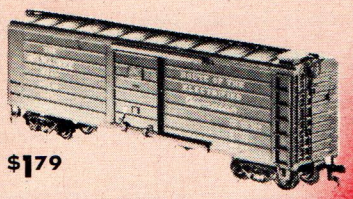

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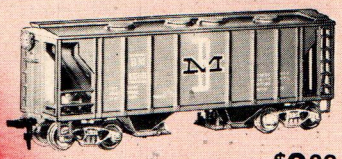

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You're probably already running this covered hopper on your pike. If you're not... you should... all the big railroads and industries do. Difference being, it won't cost you nearly as much. 10 popular road names available.

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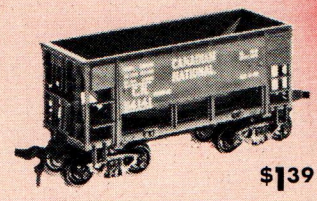

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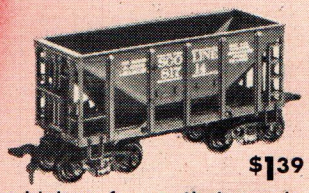
ORE CAR



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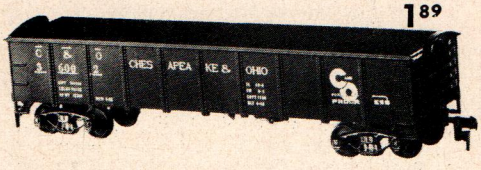

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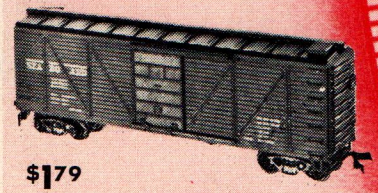

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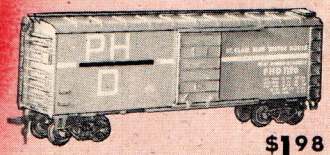

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MOLE-DEE RAILROAD: (Printed) Edmund Gregory, 3825 W. 69th St., Chicago, Ill.

WHITNEY AND DEATH VALLEY RR CO.: (Printed) Ray A. Lyons, 10975 Fairbanks, Culver City, Calif. 90230.

CENTRAL VALLEY & ILLINOIS RR: (Printed) Steve R. Seidel, Esq., 1401 W. Hickory St., Kankakee, Ill. 60901.

DELAWARE VALLEY CENTRAL: (Printed) Wm. R. Kurzenberger, 3729 N. Delhi St., Philadelphia, Pa. 19140.

DELHI & BUTLER CENTRAL: (Printed) Donald C. Snyder, 3760 N. Delhi St., Philadelphia, Pa. 19140.

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SWAPPERS

WANT: Kusan AMT "0" ga. diesel locos, Kusan "0" ga. frt. cars, Kusan Texas spec. pass. cars, Lionel multi-color GN 6400 & orange WP 6400 box cars. Jon W. Lee, 801 Monica Lane, Campbell, Calif.

WANT: Max Gray HO SP "5000" ser. 4-10-2. State price & cond. Eugene O. Canfield, 1631 Turnbull Canyon Rd., Hacienda Heights, Calif. 91745.

EXCHANGE: Scale brass HO for Maerklin equip. Also have snap-track, AT&SF 2-8-2, AT&SF 2-10-2, Bowser UP Challenger, etc. Herb Cearley, 725 Orange Apt. E. Long Beach, Calif. 90813.

EXCHANGE: Lionel 1940 or 1941 cat. sev. pages missing. FOR: 1st issue Amer. Flyer S ga. cat. Chas. C. Hutchinson II, 5331 Eagle Dale Ave., Los Angeles 41, Calif .

EXCHANGE: Penn Line GG-1 & Atlantic, Gilbert 0-6-0, Hobby Town dummy E-7s, Athearn F7s, & GP 9s, MRC pwr. pk., many cars & misc. FOR: Penn Line Decapod, Pacific & parts, AHM Y6B, Mantua Mike, Internatl. Pennsy 0-6-0, Pennsy 2-10-4. E. J. McConnaughey, 2917 Pine St., Paso Robles, Calif. 93446.

EXCHANGE: Tyco F-9, RTR, perf. cond. FOR: HO steam loco, same cond., either kit or RTR. I will pay postage. Bob Pickell, 4021 Boone St., San Diego, Calif. 92117.

EXCHANGE: Lionel Wabash A-B 2379, steamers, etc. FOR: Milw., B&O A-B, 201, Blue Streak, 1685, 6, 7, etc. SAE. Bill Grove, 7162 Estepa Dr., Tujunga, Calif. 91042.

EXCHANGE: A.H.M. 2-8-8-2 exc. cond. FOR: Britain's lead soldiers, transport, guns. SAE. John J. Fergusson, 14259 Gilmore St., Van Nuys, Calif. 91401.

EXCHANGE: Austin L-3 Mikados, Akane SP Cab Aheads, Akane DM&IR Yellowstone. Exc. cond. WANT: New HO Big Boy. What have you to trade? Ernie Mattschei, 3248 Rogers Ave., Walnut Creek, Calif. 94598.

EXCHANGE: Kidder GE 44 ton diesel, Boston type 5, BW Class B-1; Gray 310 tank, assorted hoppers, 401, 402 gond. FOR: Gray 301 tanks, Kidder IT Class B, C&LE box motor ST Birney bodies, McKeen car 0 scale. SAE. T. J. Sommer, Codfish Hill Rd., Bethel, Conn.

WANT: Amer .Flyer S ga. diesels, espec. B units for Rocket and Comet diesels. State price & cond. Fred Heimann, 580 Forest Rd., West Haven 16, Conn.

EXCHANGE: HO FOR: Trolleys or interurbans in HO—or FOR: 000 equip. SAE for list of HO & 000. Norman H. Ulrich, 1410 S.E. 4th Ave., Pompano Beach, Fla. 33060.

EXCHANGE: Gem, L&N Berkshire FOR: Balboa ATSF Mtn. Gem, Ind. diesel & Ind. elec. sws., AHM Pennsy 2-10-4, Aristo, C&O Mtn. Gem C&O long tender. FOR: ATSF or SP HO equip. D. D. Brooks, 212 Meade Rd., Decatur, Ga. 30030.

EXCHANGE: 6-car U.P. Amer. Beauty Train Blue Line S.P. Golden State obs. & mail-bagg. 3 G.N. PFM pass. cars, E-7A pwrd. Kemtron Baldwin diesel Lindsay diesel switcher E7-B dummy Ambroid ser. cars. FOR: Blue Line Ser. cars. Jim R. Vyverberg, 2110 W. 135th Pl., Blue Island, Ill.

WANT: Athearn, Lobaugh and All-Nation ¼ scale cars & 0 ga. used frt. cars. Bad order cars considered. C. Kowal, 6615 So. Bell Ave., Chicago, Ill. 60636.

EXCHANGE: Older Tenshodo Hudson FOR: newer one or PFM or Gem 4-6-4 loco. Also have AF Hudson, AF-S man sws., Lionel 00 frt. set, Hudson loco w/whistle, (rebuilt) 4 cars. WANT: amplifier & speakers. Geo. Williams, Box 324, DeKalb, Ill. 60115.

EXCHANGE: 1944 M. R. Cyclopedia or Lionel Bascule bridge FOR: Athearn "0" ga. reefers Western Fruit Ex., Illinois Central or what have you? Richard Rusnak, 123 Oak St., Glenwood, Ill. 60425.

EXCHANGE: RMC 1935 to 1943, MR 1937 to 1950. SAE for list. FOR: Std. ga. stock or what can you offer? A. S. Sorensen, Box 382, Mokena, Ill.

WANT: Santa Fe brass steam, Tenshodo diesels any road, espec. GP-9 or what have you? Have steam pix for detailing. Dean M. Givler, P.O. Box 17, Naperville, Ill. 60540.

EXCHANGE: HO steam diesels & trolley. Your list for mine or SAE. FOR: "0" Interurbans, Trolley, On3 steam. F. R. Woolard, 306 Marine Dr., Anderson, Ind. 64014.

WANT: Locos, running stock & structures. State price & cond. R. L. Miller, 1011 Roosevelt, Clinton, Iowa. 52732.

WANT: Old aluminum race car, dirt track style w/boat tail body, pwrd. by Model Areoplane eng. Also Lionel std. ga. train. J. L. Schroeder, 2255 Roosevelt St., Dubuque, Iowa. 52001.

EXCHANGE: RMC, Railroad & Trolley books, steam photos, AMT box cars, 622 diesel sws. List for SAE. FOR: #227-#228 or #708 tinplate type 0-6-0 switcher, #2341 F. M. Fred Uthe, 327 Klingenberg, Dubuque, Iowa. 52001.

EXCHANGE: Athearn obs., coach, R.P.O., streamline dome and obs. cars. FOR: Minitrain set—preferably 3056. Mark McMillan, Box 21, Spearville, Kan. 67876.

EXCHANGE: Kemtron Baldwin kit, PFM 2-8-0 & 0-8-0, Lindsey SW-7 Ambroid 1st set, Hobbytown E72. FOR: J&L tank, Lindsey Alco B unit Simpson F/M1000, Alexander structures kits, PFM Dockside, LaBelle Ohio elec. kit. L. E. Ackerman, 7012 Ithaca, Metairie, La. 70003.

EXCHANGE: O & HO, eng., cars, etc. My list for yours in SAE. John Panzone, 14 Edwardson St., Hyde Park, Mass. 02136.

EXCHANGE: Lionel #2035 Pennsy type 2-6-4 027 steam loco w/2 #6466 w/tenders. Also—type 1033 trans. All good cond. FOR: What have you in Lionel 027 diesel? All inq. ans. James Merrill, 35 Gardner St., Waltham, Mass. 02154.

EXCHANGE: Roundhouse metal kits, misc. HO & Ideal wood & metal boat kits. FOR: RR books & model RR books. Also want prints & slides of std. pass. equip. of M&StL, Milw., Wabash & Frisco. D. Christisen, Box 122-C, Columbia, Mo. 65202.

EXCHANGE: Bd. Vol. Model Engineer 1908-1910, Car Builders Cyclopedia 1946. FOR: 1880 HO Ga. items or? John Wenrich, 30 Plaza Sq., Apt. 617, St. Louis Mo. 63103

WANT: 000 Lone Star eng., rolling stock. May purchase, or will trade for high current trans. & rectifiers, ideally suited for model railroad use. John K. Leckrone, Box 237, Bear Lake, Mich.

EXCHANGE: Text books on Construction Maintenance etc. I.C.S. 1935-40. Handbook C.N.R. reg., care & oper. air-brake & signal equip. Home study books I.C.S. 1935 on A.B. frt. brake & rigging. FOR: Steam loco. Glen McKenzie, 17705 Telegraph, Romulus, Mich. 48174.

EXCHANGE: HO A.T.S.F. stock car green, exc. cond. FOR: What are your needs? George S. Morgan, 21-C Garden Terrace, North Arlington, N. J.

WANT: Hobbytown E-7 or E-B diesel A &/or B units. State cond. & price. John Yates, 125 E. Oakland Ave., Oaklyn, N.J.

WANT: Lionel "0" locos. #2242 N.H. "AB" units. U.P. #2031, R.I. #2023, Pennsy pass. cars #2543-44, pass. cars #2421 2422, 2423 or similar 2400 ser. Clearence H. Bowe, 9 Johnson Ave., Penns Grove, N.J.

EXCHANGE: Lionel 0 & std. ga. 1835, 385, 392, 400, 1766, 1767, 1768, 671, 681, 773, 2321, 2331, 2341, sws.; KW & ZW trans. FOR: Scale 0 locos, cars, Max Gray, All Nation, Scalecraft, etc. SAE for list. J. Francis, 38 Merritt Ave., South Amboy, N. J. 08879.

WANT: Ambroid "One of 5000" first ser. kits #1, 3, 5, 7, 8. Will settle for copy of inst. sheet for same kits, or send orig. and I will make copy and return. Larry Siren, 19 Harwick Lane, Willingboro, N.J. 08046.

EXCHANGE: A.F. "0" #9900 aluminum Streamliner, also old Lionel trains FOR: 22 rifle or pistol. Carl De Marco, 8 Willowdale Terrace, Albany 5, N.Y.

EXCHANGE: Lionel std. & 0 ga. FOR: Lionel cat. 1932 and earlier. Frank Sobolewski, 322 S. Allen St., Albany, N.Y. 12208.

WANT: Jan. & Feb. 1953 HO Model Trains. Must be in top cond. Charles Robb, 37 Fairview Ave., Binghamton, N.Y.

WANT: Lionel Norfolk & Western #746, any cond. State price & cond. in first letter. David Levitan, 296 Minnesota Ave., Buffalo, N.Y. 14215.

EXCHANGE: Tenshodo FT's, F-9, GP-20, pass. shortys, Varney Aerotrain; Record Collection —Name Swing Bands. FOR: Steam or diesel Jap. Imports, Hobbytown, or what have you? SAE for list. William Roell, 15 Bruce Lane North, Kings Park, L.I., N.Y.

EXCHANGE: PFM-Tenshodo cast metal 0-6-0T switcher & many other items. Send full info. & SAE for my list. FOR: Concord frt. cars, kits or blt. up. B. T. Duerr, 305—2nd St., Liverpool, N.Y.

EXCHANGE: Rail pix, negs., slides, world-wide stamps, etc. FOR: HO equip., rolling stosk, etc. Mike Boyar, G.P.O. Box 2066, New York, N.Y. 10001.

EXCHANGE: 85' & shortie kits, sides and blt. up. FOR: Amer. Beauty 85' mint kits or sides. F. E. Neagle, Jr., 431 E. 20th St., New York, N.Y. 10010.

EXCHANGE: Rare PFM 2-6-2 Prairie, listed in PFM cat. No. 2, also pictured in RMC May 1955. FOR: PFM C&O, 2-6-6-2, 0-8-0, or Gem C&O, 4-8-2. George Rowland, 1540 Walton Ave., New York, N.Y. 10452.

WANT: Kurtz-Kraft car kits, Varney metal flat cars, Authenticast acc., pwrd. Hobbyline KL-2 Yardbird, KL-1 Tank & Alcos, Hobbytown plastic Alcos. State price & cond. Jack Cindrich, 6700 Luther St., Niagara Falls, N.Y. 14304.

EXCHANGE: Lionel Liberty Bell cars, other std. ga., metal HO locos, Athearn frt. kits, Tyco Streamliners & wooden Faller bldgs. FOR: Blue Comet cars, pnt. unimp. SAE. William McShane, 2424 Yorktown St., Oceanside, N.Y. 11572.

EXCHANGE: Lionel "0" & "027" ga. equip., tracks, Semaphore Sheriff & Outlaw car, etc. FOR: Good HO eng. & cars. Steve Nevard, 85-18 66th Ave., Rego Park, N.Y. 11374.

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EXCHANGE: Gem S-2-6-8-6, exc. cond. FOR: United S.F. 4-8-4, also imp. cab-fwd., AHM, pass. cars diesels, & Y6-B, also 0 ga. Pullman car. SAE for list. Gene Russell, 1221 So. 13½ St., Fargo, N.D. 58101.

EXCHANGE: Tenshodo PRR GP-7 & Amer. Beauty 85' NYC obs. kit. Exc. cond. FOR: What have you? Earl H. Thompson, Jr., 435 Marcia Ave., Hamilton, Ohio.

EXCHANGE: Early 1930's Lionel 0 & std. ga. acc. & cat. List for SAE. What are your needs? George J. Foss, 1055 Sheridan Dr., Lancaster, Ohio 43130.

EXCHANGE: 0 ga. Shorty Kasiner extruded aluminum Streamline pass. car kits. Exc. cond. FOR: 0 scale rolling stock & locos. SAE for details. Otey C. Reynolds, 324 Bellefontaine, Marion, Ohio. 43305.

WANT: Lionel 0 ga. locos. #700E, 763, 708, 710, any cond.; cars #710, 712, 714, 715, 716, 717, 782, 783, 784, 792, 793, 794; large Buddy-L cars. Interested in all maks std. locos & cars. Ernest L. Hinkle, 1744 Milburn Ave., Toledo, Ohio. 43606.

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EXCHANGE: My dupl. of Penn Line, Tenshodo, Bowser, Mantua, Gem locos, also A.C., Ideal, Megow, Model Hobbies, Walthers, Red Ball kits, etc. SAE. What do you need? E. F. Lott, 819 Taylor St., Kennett Square, Pa. 19348.

WANT: Kemtron Baldwin Diesel Switchers, also Fleischmann (2207) pre 1957. E. J. Calvello, 7261 Glenthorne Rd., Upper Darby, Pa. 19082.

EXCHANGE: Cat.—Lionel, Ives, A.F., misc. FOR: Std. ga. & 0 ga. items. E. D. Thompson, 3579 Philwood, Memphis, Tenn. 38122.

EXCHANGE: Diesels & pass. cars Amer. Flyer, incl. bldgs. FOR: Max Gray "0" ga. items. Raymond L. White, 2542 Burlington Ave., Dallas, Texas.

EXCHANGE: Scale 0 ga. 0-6-0 switcher, slope back tender; Jap International Hudson w/smoke lifters; Lobaugh Challenger tender kit. FOR: 0-8-0 switcher; Gray 2-6-6-6. Donald S. Jenkins, Rte. 1, Box 155, Kerrville, Texas. 78028.

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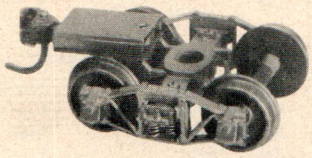

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THE OPERATORS

(Continued from page 50)

STATION BELAIR		INDUSTRY CO-OP	
	CAR / TYPE	ROAD	NUMBER
DELIVER EMPTY	B 40'		
PICKUP EMPTY			
PICK UP LOAD			
FOR FROM			
PASSENGER			
ROUTE	FIG 1		

STATION BELAIR		INDUSTRY CO-OP	
	CAR / TYPE	ROAD	NUMBER
DELIVER EMPTY	B 40'	CN	178620
PICKUP EMPTY			
PICK UP LOAD			
FOR FROM			
PASSENGER			
ROUTE	FIG 2		

Another feature of this system was the ease by which it could be adapted to passenger car movement. Diners, sleepers, and express reefers could easily be dropped off at intermediate stations simply marking this on the slips. The reverse was also true and passenger equipment could easily be gathered.

Figure 1 shows how a slip is made up at the industry before being given to the yard man. The station and industry names are inserted at the top, and in the first line the type of car that is requested. In this case Belair CO-OP at Belair requests an empty 40' box car.

Figure 2 shows what the yard man has to do. Here, he simply inserts the road name and number of the car that will be sent to Belair CO-OP. After the way freight has spotted the car on the CO-OP spur the industry manager (or way freight engineer if not the same person) then writes in the destination of that load of grain.

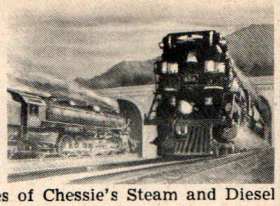
Figure 3 shows that this load is consigned to the wharf track at Mar-

STATION BELAIR		INDUSTRY CO-OP	
	CAR / TYPE	ROAD	NUMBER
DELIVER EMPTY	B 40'	CN	178620
PICKUP EMPTY			
PICK UP LOAD			
FOR FROM	MARQUETTE - WHARF		
PASSENGER			
ROUTE	FIG 3.		

STATION BELAIR		INDUSTRY CO-OP	
	CAR / TYPE	ROAD	NUMBER
DELIVER EMPTY	B 40'	CN	178620
PICKUP EMPTY			
PICK UP LOAD			
FOR FROM	MARQUETTE - WHARF		
PASSENGER			
ROUTE	FIG 4		

READY THIS FALL

C & O POWER



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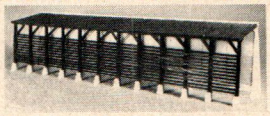

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quette. After the grain has been loaded in the ship the two diagonal lines are drawn across the face of the slip to indicate completion on its moves, Fig. 4. All in all a very satisfactory way to operate.

But there were drawbacks, one of them being the time spent in filling in the slips for each car and even though this time was reduced to a minimum, it still existed. Another problem that this system did not do away with was the necessity of having the cards follow the cars around. This had to be done by handing the stack from operator to operator, unless one man completed the whole run. Also, as with all other card systems to date, it still required matching cards to cars and this, I am convinced, is the biggest problem of ALL card order methods. It was because of the last problem that the VN started out to find a better way to give satisfactory operation.

The Digit System of Operation

After approximately a year of operating with the DiGiT System I can report that as far as we are concerned, this is it. It takes about five minutes per car to set up the method and believe me you'll never regret the time spent. Basically the waybill is attached to the car. These are premade tabs that indicate the type of car and the name of the industry requesting the car. The tabs are only 1½" x ½", typed on one side in red to indicate an empty in transit; the other side printed in black giving the destination of that load. Tabs are made out for all the industries for all types of cars that they would normally use. The reverse side of the tabs would carry the logical industries that the first industry would normally supply.

To make your cars functional, 1½" by ¼" strips of heavy celluloid or acetate sheet are attached to the roof walk with an optical screw in the center. The ends are crimped at a 45 degree angle to facilitate the insertion of the tabs. A lot of people seemed horrified that a car should be defaced in this way, but I assure you that the strips are barely visible, and if you should ever decide to adopt a new system the minute hole left by the optical screw is easily filled in and again becomes invisible. Even a twenty car freight, all holding bill tabs, is not offensive and the time saved in operating along with the increased ease with the system makes it all worth while.

You will notice that in all the systems ever developed, the prime objects have been to create situations that paralleled the prototype, use a method that could readily be adapted to model railroad use and finally, a method that wouldn't be too complicated to use. The DiGiT System comes the closest to all the essential requirements than any other system yet tried on the V.N. In operation alone, the train movements have been

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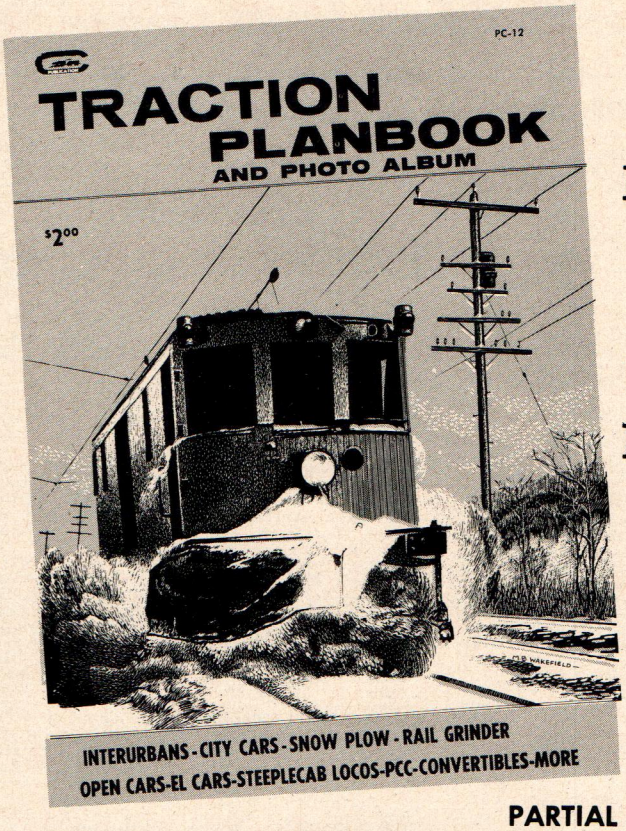

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speeded up at least two fold. Whereas, it took a way freight about 1½ hours to complete its run, now with DiGiT, two way freights can be run in the same time. Why is this possible? Mainly because of two reasons:

1. After the initial setup, there is no need for any writing, whatsoever. This in itself is perhaps the main reason for the speedup. The operator feels much freer to concentrate on his switching; he doesn't worry about somebody else's undecipherable writing.

2. The ease at which cars can be spotted at their correct destination. Since the way bills become a part of the car and are always visible right on the car, no time is lost in trying to match card with car, no eyestrain in trying to read the small numbers on cars two or three feet away and no shuffling of a stack of cards that normally accompany the train. Whit's Note—You'll also forgo the dubious honor of being accused of hiding the cards in your pocket when you goof on a set-out or not to mention the joy of picking cards up from the floor when you inadvertently drop 'em.—

Look how easy a yard man can get a way freight ready. Usually he has a stack of way bill tabs on hand, all he has to do is take 5 or 6 (or more if you run longer way freights) off the tabs and simply insert them under the holders of the required type car. After a small amount of switching you only need add a caboose, a road engine and you are ready to head out on the main line. Premade train numbers are then inserted into the clip on the caboose and at any time you can *see* what number the train holds. As easy as it is for the yard man it becomes even easier for the way freight engineer. Since the destination of all cars is readily visible at all times, his moves can be accomplished in half the normal time and

unless he can't read properly, the RIGHT car is always spotted at the RIGHT industry. After the car has been spotted, the other cars spotted at industries are checked and all cars bearing tabs with the red lettered side up are turned over to show the black lettering. All cars showing the black lettered side for an industry other than the one the car is spotted at are added to the train to go to the indicated industry.

Cars with the black lettering up which correspond with the industry where it is spotted have the tabs removed to indicate they are empty. Cars without any tabs at all are considered as empties and can be added to the train and brought back to the yards. However the flexibility of the system can here be utilized and if so desired, a new tab can be inserted with a new destination and the car then would not have to be returned to the yards. As pointed out by one reader special tabs could be made so that the cars could be routed to the bad order track, the rip track, etc., etc.

With all the systems available to the model railroader it sometimes becomes a bit confusing as to which system he should use. There is no hard and fast rule that will satisfy every need as everybody has a different concept as to how his railroad should run. One man's meat is another man's poison. Some systems work admirably on some layouts and prove to be troublesome on others. Some men enjoy a lot of paper work while others loathe it; so it becomes a matter of trial and error in finding out which method will work best for you. However, there are a few ground rules that may help the railroader select the best system for him:

1. Study the physical track design of your layout. Are most industries and spurs easily accessible or are they hard to reach and see?
2. Read up on all the systems previously written up and mentally apply each one to your own situation.
3. Take the best features of all the systems as they apply to your layout. By trial and error you can eventually select the ones which work the best.
4. Don't hesitate to modify any system to better suit your needs.

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A recent import of Balboa is of Southern Pacific prototype, one of a varied group of class MK-5 2-8-2 types owend by the coast lines as well as by the Texas & New Orleans lines. Engines in this class had a variety of builders and were built over the span of years from 1913 to 1921. Specifically, the Texas lines series were numbered 738-794 and the ones in use on the coast lines were numbered 3241-3249 and 3270-3277. The type S feedwater heater and particularly the brakeman's shack on the tender identify this model as one of the Texas lines engines. Most of this class were fitted with the Worthington type BL feedwater heater. However, some were modernized with the type as found on this model. All of the engines were subject to the common Espee practice of swapping tenders.

The model is well detailed, of all metal construction, with the various components well aligned. The cab is furnished with a boiler backplate and seats for the crew (we did get a chuckle out of the superfluous detail in the backplate which includes an automatic stoker, hardly needed on an oil burning loco, but we wouldn't be surprised if some of the locos were so equipped!)

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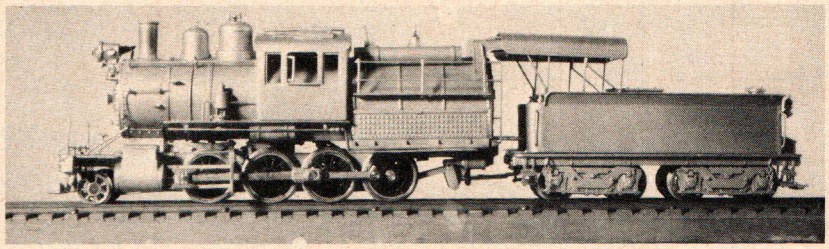

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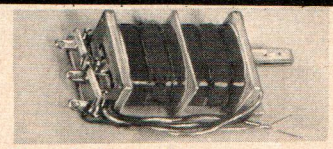

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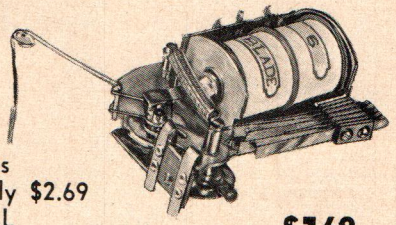

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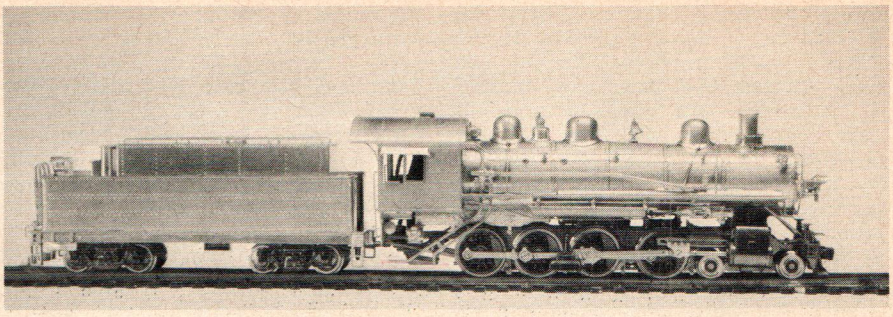


Southern Pacific class MK-5 Mikado as modeled by Balboa is one of the modernized engines used on the Texas lines, series 738-794, as indicated by the brakeman's shack and type S feedwater heater.

The insulated all-metal driver brake rigging assembly is screwed to the frame cover plate. The dummy front coupler and striker castings are removable to facilitate application of the purchaser's choice of coupler and draft gear. The model is fitted with a number of brass castings, most of which are exceptionally sharp. A few that are not up to the quality of the rest could be replaced by U.S.-made castings if so desired.

The engine is sprung and runs quietly. Our not-broken-in model took about 4 volts to start and then moved along slowly using about 6 volts at .4 amps. At full voltage, the loco ran at moderate speed entirely suitable for the prototype, which was occasionally used in passenger service. Power is furnished by a KTM permag motor shock mounted on a rubber pad. A spring loaded nut permits vertical alignment of the motor and gear box.

A packet of extra driver springs, screws, small washers, and a headlight bulb, as well as two plastic universal gear boxes comes with the loco. The price of $52.95 seems reasonable enough in this time of asending prices. JW.

Custom Silk Screened Car Sides: All Gauge

Mfd. by Old Shanty Model RR. Products, P. O. Box 9231, Mobile, Ala. 36609.

The display of private railroad boxcars at the Vancouver NMRA convention points up the considerable interest exhibited by many modelers in having cars lettered for their own railroads. Decals are still the easiest means for many modelers, using alphabet sets which are readily available.

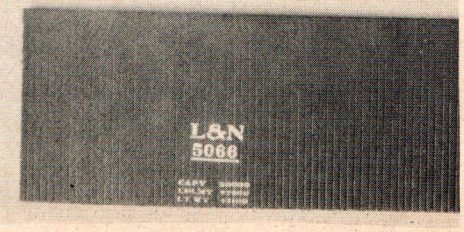
Old Shanty now offers custom silk screen printed box car or refrigerator car printing for your own road name in any scale from OOO up to O.

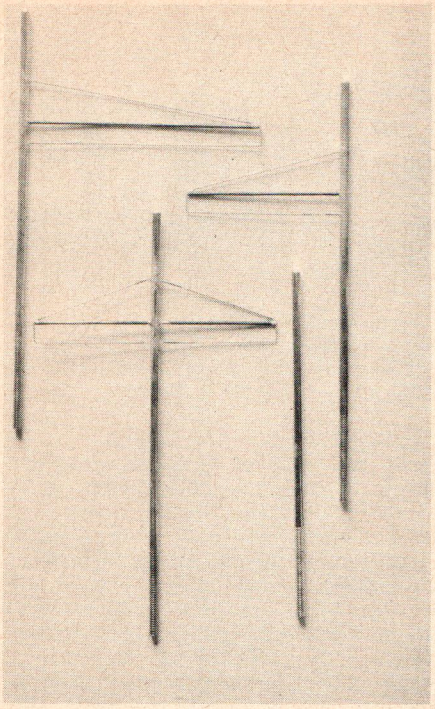
The samples we inspected were all 3/16" scale S gauge, printed either black or white lettering on yellow or tuscan siding. The scribed basswood car wide pieces are prepainted with Floquil standard railroad colors; boxcar red, reefer yellow, Pullman green, or reefer orange.

Old Shanty provides a sketch to be used in designing your car side. No extra charge is made when the modeler supplies artwork suitable for reproduction. Where such artwork is not available, a rough sketch is required for estimate of artwork cost. A one color lettering on sides for a 36 ft. boxcar or reefer would cost as follows: HO, $6.60 per dozen sets; TT, $6.00 per dozen sets; S or O, $7.80 per dozen sets. Add 50% for each additional color.

The quality of the silk screen work on the samples sent us was of highly professional quality and satisfying.

Old Shanty Model Railroad Products will custom print freight car sides in any of the popular gauges to your specifications on scribed basswood prepainted with Floquil railroad colors.





Trolley Specialties now offers four different line poles for HO trolley fans made of solid brass rod both with and without arms and having threaded bases for securing fastening to pike.

Trolley Line Poles: HO Scale

Mfd. by Trolley Specialties, 701 Pettibone Ave., Flint, Mich. 48507.

Four types of trolley line poles are now offered in HO by Trolley Specialties. All are made of ⅛" brass rodding, threaded 1⅛" at the base so the modeler can insert them into a pre-drilled hole and secure them with two standard size nuts.

Simpliest of the poles is the Span Wire type at 15c each which is pre-drilled to accept a trolley span wire. The single arm type line pole at 20c each is made with a 2⅛" wire bracket supplemented with a smaller wire that acts as both a support and spanning wire.

The boulevard type pole is essentially the same as the single arm type pole but has a 3⅛" bracket arm extending 1½" on each side of the pole for use on double track. Boulevard poles list at 25c each.

The final type pole, cantilever, has a 3⅛" bracket arm and is designed for spanning a double track line with the pole to one side of the right of way. This would be used for special applications where the use of span wire poles would not be practical. Cantilever poles list at 25c each.

All poles have been filed slightly at the top and come unpainted. Solder work is secure. Poles will have to be painted after insertion into the roadbed. The manufacturer offers a 10% reduction in price when ordered in quantities of 50 or more.

The poles are of good quality. Seems to us a similar metal pole would be welcome by the O gaugers as well.

Code 83 Nickel Silver Rail:

Mfd. by Precision Scale Products, P. O. Box 74, Far Hills Station, Dayton, Ohio 45419.

Precision's code 83 nickel silver rail is already attracting the attention of HOers who fell that code 100 is too big and code 70 just a bit too small. Code 83 fits right in between, scaling out to about 132 lb. This is within a few pounds of the size used on many heavy duty mainline railroads.

The rail scales out to about 85 lb. for use with S gauge and in O gauge, a nice 55 lbs., ideal for narrow gauge, traction, old time, or backwoods.

The metal alloy used here has a nice springy feel. The rail is offered in both shiny finish or black oxidized finish. The supplier recommends that areas to be soldered first be cleaned when using the black finish rail.

Rail joiners are not yet available for code 83 rail but code 70 rail joiners can be forced on and reshaped after mounting. We'd recommend using RP-25 wheels with this rail and fine head spikes such as Kemtron code 70 type. The familiar S-4 wheel should operate well on this track if flat head spikes are used. Modelers wanting to run equipment with European flanges should white glue the rail to the ties so as to provide the extra flange clearance required.

Precision offers the rail in your choice of shiny or weathered in 99 ft. bundles at $6.95. A sample and price list is also offered for 25c. Switches are to be offered in October 1965.

85' Tri-Level Auto Rack Car: HO

Mfd. by Quality Craft Models, Villa Vista, Box 428, Northumberland, Pa. 17857.

Quality Craft is a new craftsman kit manufacturer specializing in the newer and longer freight cars now appearing on the market. Their second release is the 85' tri-level auto rack car: one of the new king size special purpose cars answering the call of modelers for this type of equipment.

This is a complete kit. Stripwood and wood shapes by Northeastern, all color coded which is a great time-saver, are supplied in sufficient numbers to complete the kit. Cal-Scale AB brake system and Cal-Scale universal couplers are supplied, as are roller bearing trucks with RP-25 wheels. Special Champion decals are also included.

This is a craftsman kit and not a kit for beginners or impatient modelers. Construction follows a slow and painstaking course. Due to the great number of small parts to be fabricated, the more time spent on the parts to assure their perfection, the better will be the quality of the completed model. All parts should be sanded and finished before assembly. Some parts are impossible to reach once the car is assembled.

The unusual nature of the car is such that the plans and instruction sheet should be studied carefully and

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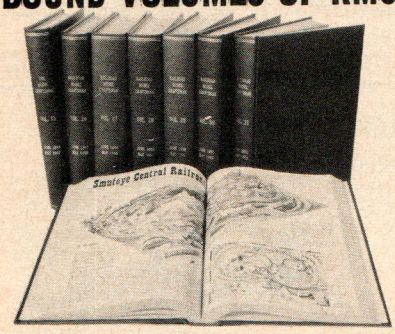

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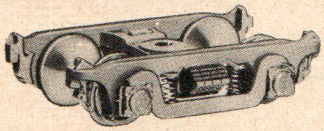

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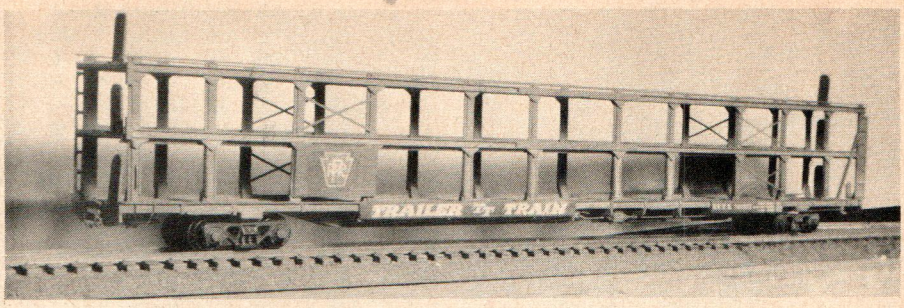


Long, modern, and sleek is this all-Northeastern wood 85 ft. auto rack car by Quality Craft with Cal-Scale fittings. Model includes full brake rigging, roller bearing RP-25 trucks and Trailer Train decals by Champ. Model can be made to take sharp curves if desired.

continually. The instructions are generally adequate but we'd suggest the following variations which perhaps the manufacturer will include in future production runs. In assembly of the decks and uprights with the main deck, instructions give ¾" as the height of the spacer used to gauge deck height. We suggest the builder check this against the plan and adjust accordingly. Also, in step 6, the brake stand should be made of 3/32" channel rather than 3/64" channel as stated in the instructions.

It will be helpful if the modeler will pre-drill the train lines holes in the ribs before gluing the rips in place. If not done before assembly, the drilling would be very difficult.

The completed model is a delight when properly assembled. The open deck construction captures the feeling of the prototype. A good deal of the Cal-Scale brake rigging is visible from the side of the car, and the special Champ decals add nice color. The car will take an 18" curve but does it best if the couplers are truck mounted on long shanks. Otherwise we wouldn't recommend use of 85' cars on less than 30" radius curves. Some modelers might prefer to cut down the length to about 70', much as some of the shorty passenger cars. A load of Viking or other plastic HO cars would provide an excellent colorful load.

All in all, Quality Craft has done a superb job on this kit, listing at $5.95 per kit, complete. The kit would be even better with some revision of the instruction sheets to provide easier step-by-step readability. We guess that will come in future offerings, which we're looking forward to. Lee Nicholson.

TROUBLE SHOOTING

Conducted by Bill Schopp & RMC Staff

Questions for Trouble Shooting are welcome on any model railroad subject. Questions should be brief and to the point. We cannot undertake individual layout design work, nor can we recommend brands of merchandise. We will print those questions deemed of greatest interest to our readers. We will attempt to answer questions by mail when return post cards are included but cannot guarantee to answer all questions: Trouble Shooting, c/o RAILROAD MODEL CRAFTSMAN, 6 East Main St., Ramsey, N. J.

Boiler Shorts Mechanism

W. F.: I have just assembled the kit for a certain American made HO steam locomotive. It runs fine without the superstructure but when I put the boiler on, the engine will not run. What should I do?

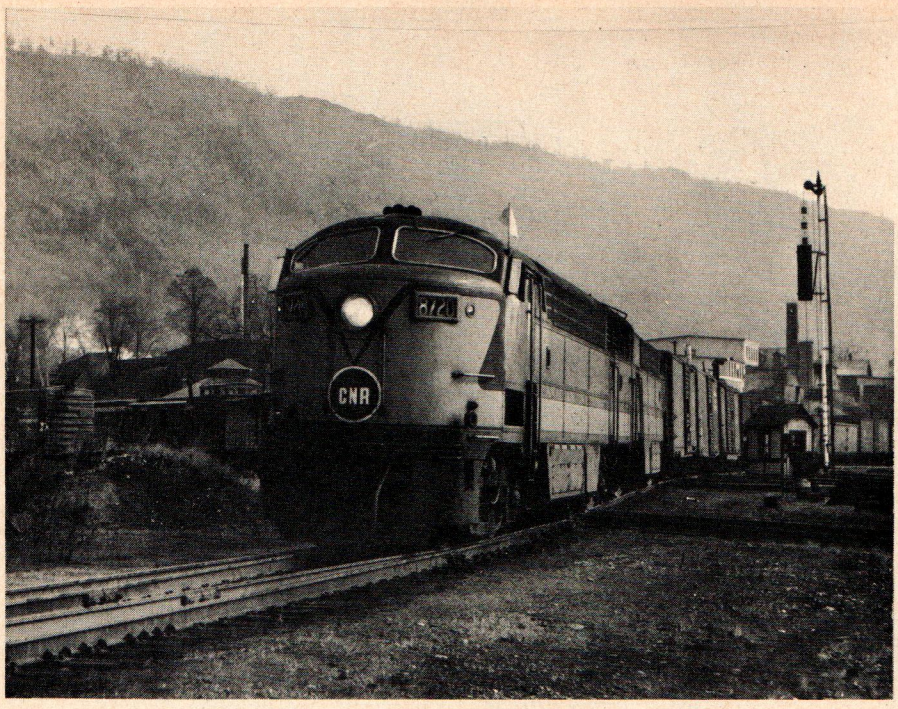
ANSWER: If, when you put the superstructure in place, there is a short circuit as indicated by the circuit breaker popping and a deeper tone to the transformer in your power pack, then one of the brushes or its lead wire is probably touching the inside of the superstructure. Note where the wire could be touching the boiler interior and cover this area with cellophane or masking tape.

Occasionally, where there is no action at all, the superstructure may be touching the uninsulated brush, pushing it away from the commutator. Remedy here would be to file off a bit of the brush or rout out some of the excess metal from the boiler interior, to relieve the pressure.

Rapid Transit

S. K.: Has a subway or elevated line ever been modeled, and if so, by whom. Your recent articles on rapid transit have gotten me interested in building such a pike.

ANSWER: The only subway line we've ever seen operating was the Railroads At Work display at the 1939-1940 New York World Fair, which was O gauge. Views of Dan Donnellan's elevated structure recently appeared in this magazine but is



Canadian National No. 8720, Canadian built F-M, rumbles through Bellows Falls, Vermont, on the head end of a Central Vermont freight while crossing tracks of the old Rutland Railroad.

still inoperable. A few portions of el structure have been built and I had one myself back about 1941. I also had a subway-trolley system built years ago.

As of now, we know of no operating subway or elevated line patterned after the big system of New York, Toronto, etc. Most owners of HO subway cars still run them on their standard type railroads. If there are any successful model subway or el systems, we'd like to hear about it.

Discontinued Model Locos

Several Readers: For a year I've been trying to get a certain model locomotive that was recently on the market. I've tried locally and by mail but have had no luck. Can you help?

ANSWER: Be sure you try all the mail order firms whose ads appear in RMC, should your local dealer be unable to obtain the engine in question. Some model locos have become scarce and may command a premium price. Finally, try an Exchange Place ad in RMC.

Motor Runs, Engine Doesn't

D. McK.: I have a Japanese made loco which was running fine but now the motor runs but the engine mechanism doesn't turn. What happened. What should I do?

ANSWER: Fix it. Sounds as if the flexible tubing connecting the motor to the gearbox has broken, possibly because of old age and oil.

Remove superstructure from the loco. Remove old tubing and replace with new neoprene or other tubing, available from your hobby shop's model airplane section. The exact size will depend on the size of your drive shaft so take the loco along with you.

Motor Mounting Hole

S. G.: On one of my HO locos, the motor is held down by only one screw. This has stripped the hole enough to keep me from tightening the motor down right. May I drill and tap a new hole for a new screw?

ANSWER: Suggest you first try replacing the screew, which, since it is softer than the motor pole piece, would probably strip first. On an American motor it would be a 2-56, 3-48, or 4-40 screw, and on a Japanese motor it would be close to 4-40 or 5-40 (1/8") thread. If one size doesn't quite grab, and the next size larger jams, try getting a tap of the larger size and tapping the hole.

The trouble with drilling and tapping a new hole is that you have to dismantle the motor partially, which MAY discharge the magnet. If you drill with the motor assembler, you may damage the commutator or the armature. Another idea, and don't laugh because it does work, is to affix the motor to the frame with contact cement.

Observation Car Operation

T. H.: Are open platform observation cars in use on railroads today?

ANSWER: The Long Island Rail Road, Route of the Dashing Commuter, still has them in service.

The necessity for turning single ended cars has seen their disappearance from many runs. The now abandoned NYO&W ran theirs in later years in either direction to save turning costs. On one fantrip we saw the DL&W turning its "Princess Margaret" on a steam locomotive turntable. The Reading's one-time "Crusader" train had an observation car (closed type) on each end of the

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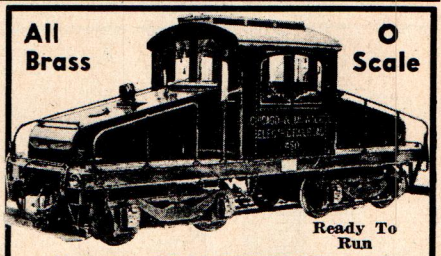

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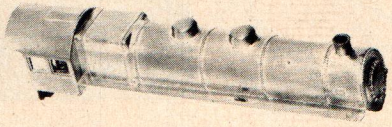
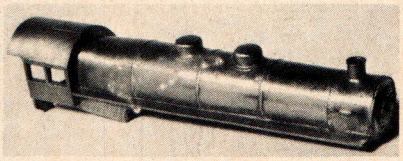


Pictured above is our PRR K-2 and K-3 Pacific boiler. In 1930 Norfolk & Western purchased five K-3s Pacifics from the Pennsy where they became class E-3 numbered 500-504. So here is another prototype for you N&W fans. Fits either the Bowser (Penn Line) or Mantua Pacific Mech. $8.50 Detail Kit of lost wax fittings for above boiler. Kit No. 505 P.P. $6.10. Specify when ordering whether for Penn Line or Mantua chassis.

P.R.R. K-28 (Fat Annie)



In 1907 Alco built an experimental Pacific for the Pennsy. This was Pennsy's first Pacific and forerunner of 257 K-2 & K-3 Pacifics which were identical except that the K-28 didn't have a Bel-Paire firebox. We now offer the K-28 to fit the Mantua Pacific Mech. Model No. K28M. P.P. $8.95. Detail Kit of lost wax fittings for above boiler Kit No. 505 P.P. $6.10.

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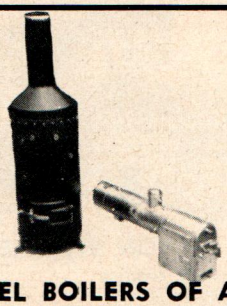

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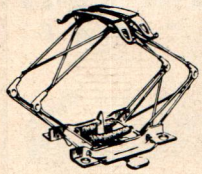

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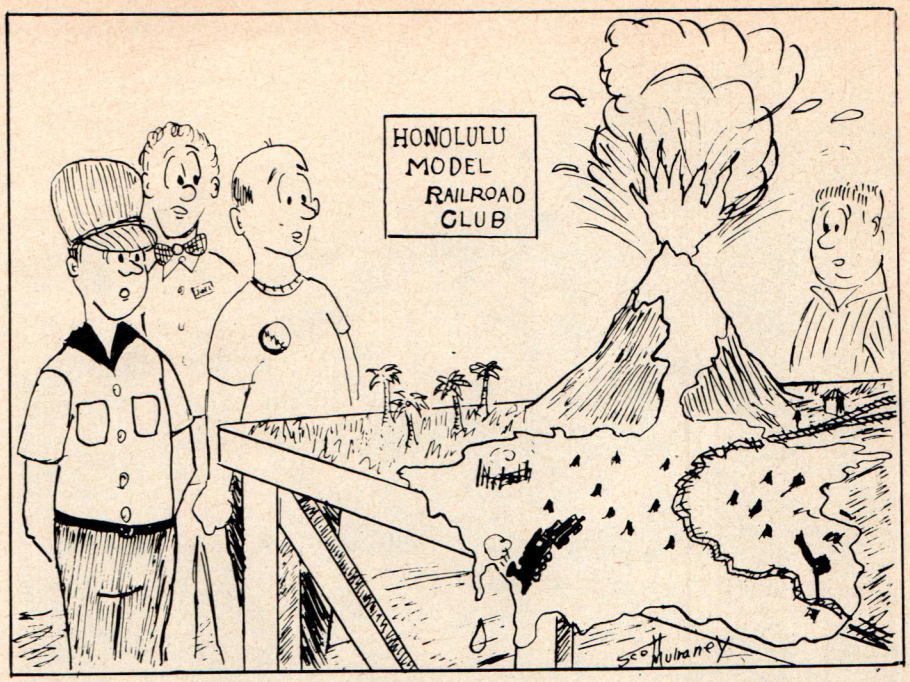


"OK fellers, coffee is ready" by Scott Mulraney

train, again to eliminate turning.

The closed observation car, or solarium, replaced the open platform car during the 1930's and 1940's, as train speeds crept up and the observation platform became too windy and dirty for more sophisticated travelers. A few private cars still remain in service with open platform, along with business cars of some railroad executives.

Alphabet Initials

A.S. Recently our railroad started issuing passes and find that answering mail is postmarked with organization initials denoting membership. What do they mean?

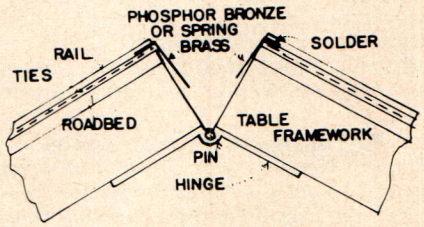
ANSWER: Here are most of the some commonly seen initials:

NMRA—National Model Railroad Association, Inc.
LSR—Lone Star Region NMRA
NER—Northeastern Region NMRA
MCR—North Central Region NMRA
PCR—Pacific Coast Region NMRA
NFR—Niagara Frontier Region NMRA
MCR—Mid Continent Region NMRA
PNR—Pacific Northwest Region NMRA
TLR—Thousand Lakes Region NMRA
MER—Mid Eastern Region NMRA
MWR—Mid West Region NMRA
BR—British Region NMRA
SCR—Southern Cross Region NMRA
TCA—Train Collectors Association, Inc.
NRHS—National Railway Historical Society
ERA—Electric Railroaders Association
RRE—Railroad Enthusiasts, Inc.
R&LHS—Railway & Locomotive Historical Society
HIAA—Hobby Industry Association of America, Inc.
NASG—National Association of S Gaugers

Quick-Make Connections

Several Readers: For a portable layout, how can quick connections be made between sections?

ANSWER: An electronics expert would probably use Jones plugs, obtainable at radio stores with as many as 33 pins. Or he might use bases of old radio tubes with suitable sockets.



Model rails with no special propensity for wiring would probably use contacts similar to the one shown, pieces of phosphor bronze or spring brass soldered to sides of rails and extending down into what will be the joint. If just wires, not tracks, are to cross the break, similar contacts can be bent up and soldered to screws into the top of the table. They must match between the two parts, of course.

If you cannot keep the portable layout hinged, consider the use of a hinge anyhow, with removal of the pin allowing the parts to be separated, insertion of the pin lining them up well.

If you cannot dig up spring brass or bronze in your area, use stiff brass wire contacts so arranged to cross as an X, making contact at just the intersection of the bars of the X. You can also use bits of roofing copper (obtainable almost anywhere), wrinkled slightly to give high spots for contacts.

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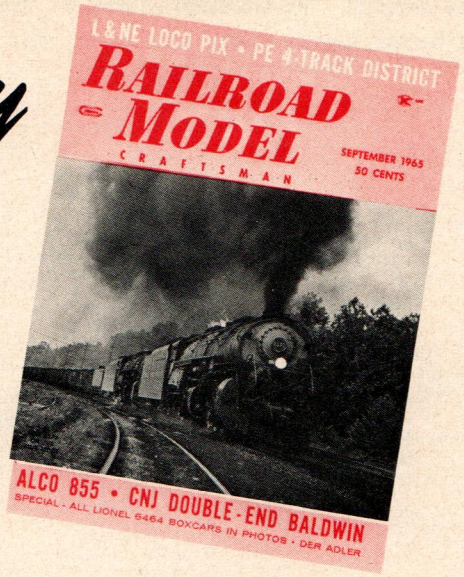

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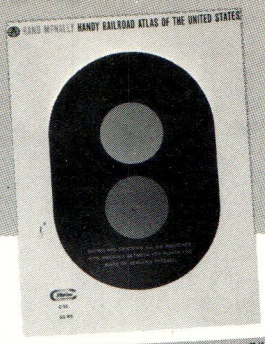

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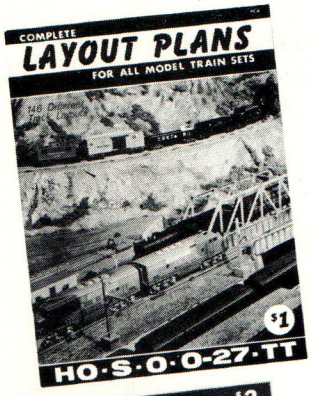

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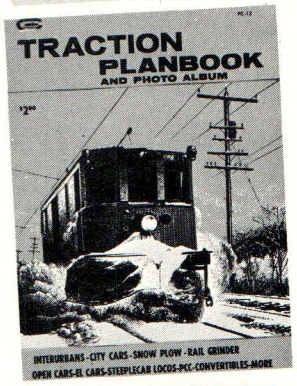

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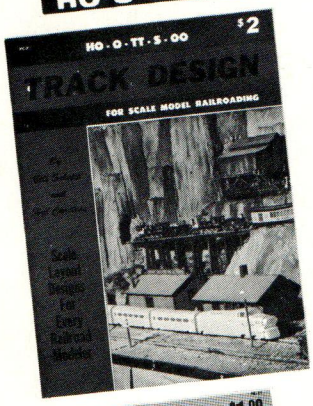

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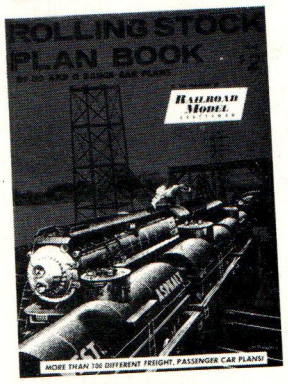

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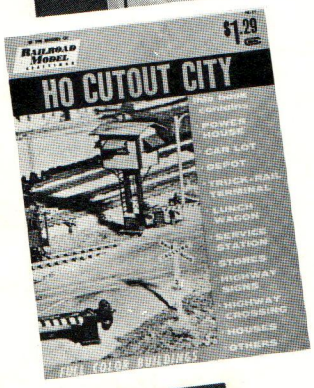

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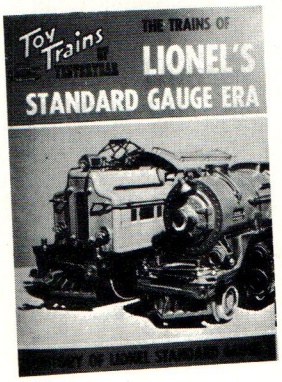

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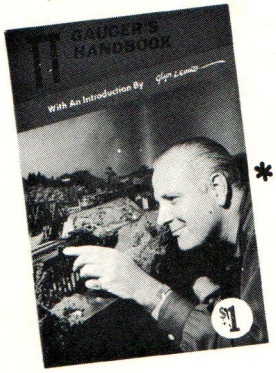

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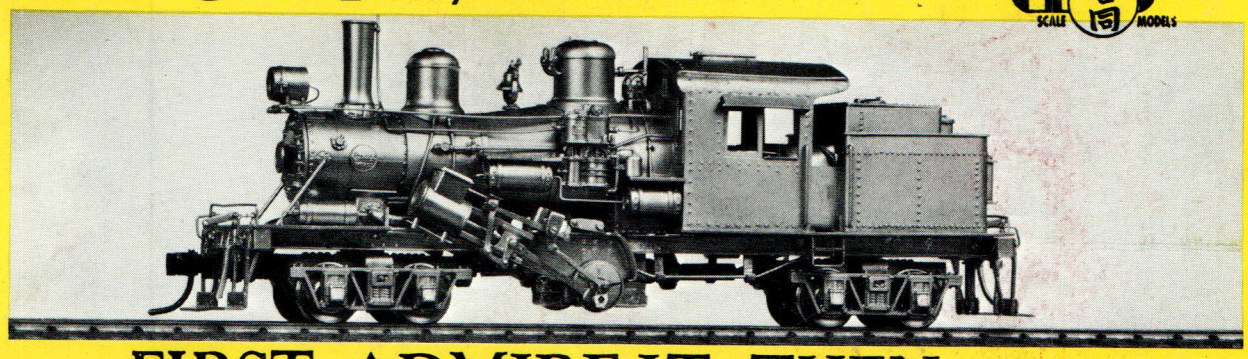
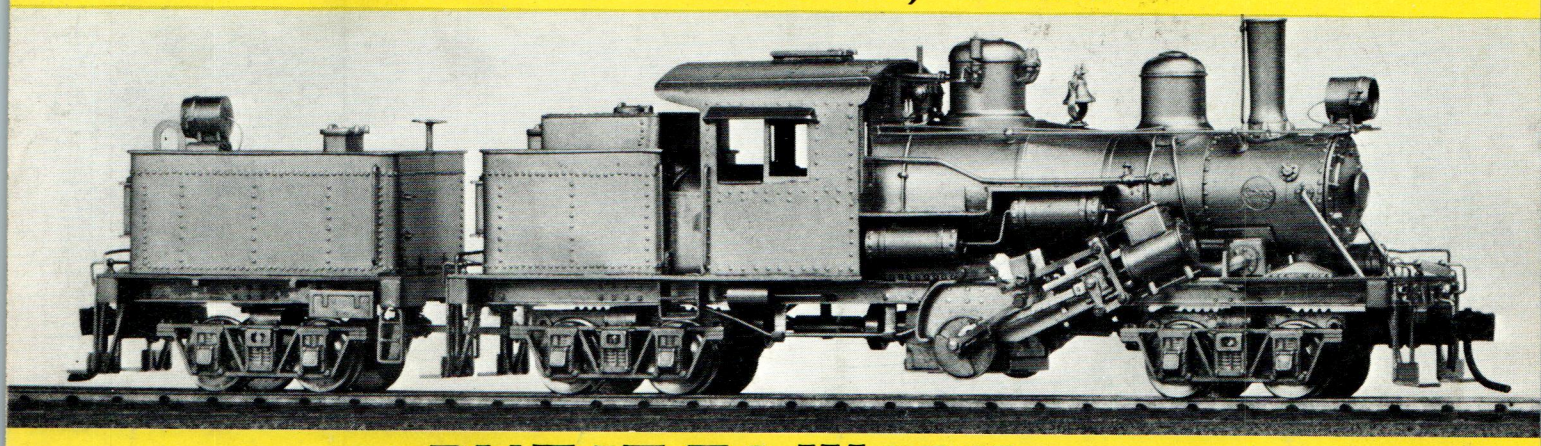
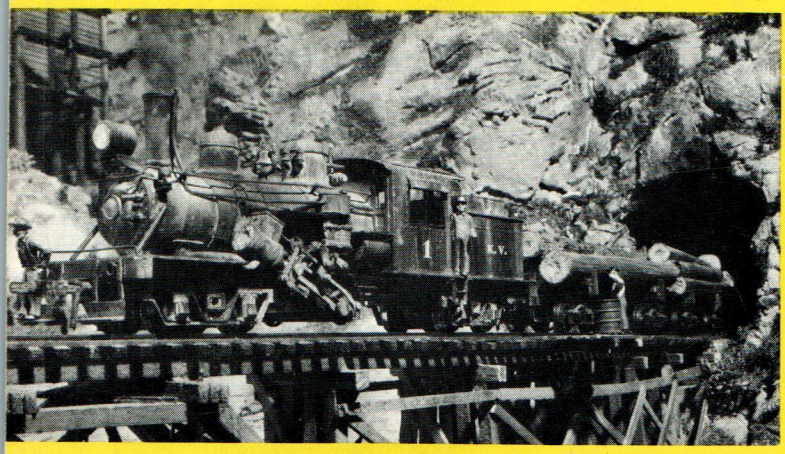


FIRST: ADMIRE IT, THEN



PUT IT TO WORK



CERTAINLY we think the Climax is worth the admiration of a collector's eye—whether in the standard 2-truck form, or equipped with its optional tender. Its finely crafted adherence to prototype detail, formed in lifetime brass and fully finished with Cal-Scale castings, make it a bit of a jewel on desk top or mantlepiece . . . But that isn't the halt of it . . . not even the best half . . .

Put 'er to work, on the sharp curves, the rough roadbeds, the steep grades out of the woods and out of the mines. Give her a chance to perform and yourself a chance to brag about the traction, the durability and the flexibility of the locos you own and operate. (Pittman DC-62B motor. Weight, 11-oz. Length, 5½". Minimum radius 15". Price, in the U.S.A.: $54.95; Tender extra and optional, $6.95).

PACIFIC FAST MAIL

In the U.S.A.: P.O. Box 57
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In Canada: 5816 Cambie
Edmonds, Wash. 98020

PFM's 10th Anniversary catalog features the Climax as one of its cover locomotives as well as just one of the many geared, rod and diesel locos within its 36 full-color pages. Available direct or from your nearest, friendly PFM dealer. 50c in the USA, 75c elsewhere.